

# Parking Management Strategy

Project Wide

Parramatta Light Rail – Stage 1 (SSI-8285) – Revision 4.0

PLR-TFNSW-PJT-PE-RPT-000019

April 2022



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## Document Control

### Approval and authorisation

<b>Title</b>	Parramatta Light Rail – Stage 1 Parking Management Strategy – Project Wide PLR-TFNSW-PJT-PE-RPT-000019
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### Version status

Rev	Date	Status	Description	Author/ Company	Reviewer/ Approver
0	7 Mar 2019	Submitted to DPE	Volume 1: Enabling Works - O'Connell St and Hawkesbury Road Widening	TfNSW and Arup	ER endorsed
1.2	17 May 2019	Submitted to DPE	Volume 1: Enabling Works - George St Parking Strategy added	TfNSW and Arup	ER endorsed
2.0	19 Oct 2019	Submitted to DPIE	Volume 2: Civil Infrastructure (Carlingford precinct) added Updates on Volume 1	TfNSW and Parramatta Connect	ER endorsed
3.0	17 Jan 2020	Submitted to DPIE	Volume 2: Civil Infrastructure Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia Precincts added	TfNSW and Parramatta Connect	ER endorsed DPIE
3.1	13 Mar 2020	Submission to DPIE to address comments	Revised to address comments from DPIE	TfNSW and Parramatta Connect	DPIE
4.0	29 Apr 22	Submission to DPE	Addition of addendum report for Carlingford	TfNSW and Parramatta Connect	DPE

# Glossary / Abbreviations

Abbreviation	Expanded text
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Conditions of Approval	Conditions of Infrastructure Approval SSI-8285
CoPC	City of Parramatta Council
CPBDJV	CPB Downer Joint Venture
CSSI	Critical State Significant Infrastructure
CSSI, the	Parramatta Light Rail – Stage 1 (Westmead to Carlingford)
DDA	Disability Discrimination Act
DPE	Department of Planning and Environment
DWJV	Diona Ward Joint Venture
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
ER	The Environmental Representative for the CSSI. A suitably qualified and experienced person independent of the Contractor and Proponent, and design and construction personnel, employed for the duration of the works until after the commencement of operation, or as agreed with the Secretary. The Environmental Representative sits under the Independent Certifier.
FCC	Ford Construction Civil
GRCLR	Great River City Light Rail
Independent Certifier	The Independent Certifier is the Transport for NSW contractor for all independent certifications including engagement the Environmental Representative, Acoustics Advisor and Independent Arborist.
LRV	Light Rail Vehicles
Minister, the	Minister for Planning
MM	Mitigation Measures
OEH	Office of Environment & Heritage
OTTR	PLR Environmental Impact Statement Technical Report: Operational Traffic and Transport Technical Assessment Report
PLR	Parramatta Light Rail
Planning Approval	The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report
PMS	This document Parking Management Strategy
Pre-construction	All work prior to, and in respect of the CSSI that is excluded from the definition of construction
REMMM	Revised environmental mitigation and management measures

Abbreviation	Expanded text
RMS	Roads and Maritime Services*
SCO	Sydney Coordination Office
SOM	Supply, Operate and Maintain
SPIR	PLR (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018)
TCP	Traffic Control Plan
TfNSW	Transport for NSW
TTAMP	Construction Traffic, Transport and Access Management Sub-Plan
VMP	Vehicle Management Plan
VMS	Variable Message Sign
WIMR	Westmead Institute of Medical Research
WSPAJV	WSP Aurecon Joint Venture

\*Where reference in this document and consultation has been made to RMS it should be noted that RMS has joined with TfNSW on 1 December 2019. References made to Roads and Maritime Services is construed as a reference to Transport for New South Wales (Network Integration team).

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# 1 Introduction

## 1.1 Purpose of this Parking Management Strategy

Parking is a key consideration for stakeholders including the community and businesses throughout the Parramatta and Greater Parramatta area. It is therefore critical for Parramatta Light Rail to identify parking impacts and implement effective measures throughout the construction and operation of the project to minimise these impacts.

Parramatta Light Rail is being delivered in a number of stages by different Contractors. This project wide Parking Management Strategy provides an integrated approach to parking management for each stage of works aligning measures and management approaches within each precinct where appropriate.

This Strategy intends to guide the reader through to the relevant parking impacts for each stage of Parramatta Light Rail to understand what and how the parking impacts are managed throughout construction and operation. Volumes 1, 2 and 3 provide more detail for each stage.

This Strategy is structured to satisfy the conditions, in particular Condition E11, as outlined in the Infrastructure Approval SSI-8285 (Conditions of Approval) for Parramatta Light Rail Stage 1.

In accordance with E11, this Parking Management Strategy:

- Describes the construction stages of the removal of on and off-street parking
- Includes parking surveys and assessment of the impacts of changes taking into consideration outcomes of consultation with affected stakeholders
- Identifies measures to manage reduction in parking including provision of alternative parking arrangements for accessible and service spaces
- Describes monitoring on the efficacy of these measures including contingencies in the event that the measures implemented are not adequate.

The Parking Management Strategy will be submitted to the Secretary for information and the results of monitoring reported in the Operational Traffic, Transport and Access Performance Review required by Condition E18.

**Table 1.1** identifies the relevant Conditions of Approval relevant for parking management and describes how it has been addressed in this Strategy.

The Environmental Impact Statement (as modified by the Submissions and Preferred Infrastructure Report) outlines several commitments to mitigation and management measures relating to parking management and the process as to how the strategy should be conducted (EIS Table 17.2). **Table 1.2** identifies how the Revised Environmental Mitigation Measures (REMMMs) relevant to parking management have been addressed.

**Table 1.1: Conditions of Approval relevant to the Parking Management Strategy**

ID	Condition	Reference	How Addressed
A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document or monitoring program or review. The evidence must include:</p> <p>(a) documentation of the engagement with the party(ies) identified in the relevant condition of approval before submitting the document for approval;</p> <p>(b) log of the points of engagement or attempted engagement with the identified party(ies) and a summary of the issues raised by the identified party(ies);</p> <p>(c) documentation of any follow-up with the identified party(ies), where feedback has not been provided, to confirm that the identified party(ies) has none or has failed to provide feedback after repeated requests;</p> <p>(d) outline of the issues raised by the identified party(ies) and how they have been addressed, including evidence that the party(ies) is satisfied the issues have been addressed; and</p> <p>(e) a description of any outstanding issues raised by the identified party(ies) and the reasons why.</p>	<p>Volume 1.2 – Section 3</p> <p>Volume 2.2 – Section 2</p>	<p>Stakeholder engagement sessions were conducted for each stage of works. All feedback received is presented in the consultation log (Volume 1.2: Appendix C and Volume 2.3) and amendments to the Strategy were made, where appropriate.</p> <p>Community engagement was conducted including resident surveys, business surveys and public engagement sessions where appropriate.</p>

ID	Condition	Reference	How Addressed
E2	<p>In relation to new or modified road, parking, pedestrian and cycle infrastructure, the CSSI must be designed:</p> <p>(a) in consultation with the relevant road authority;</p> <p>(b) in consideration of existing and future demand, road safety and traffic network impacts;</p> <p>(c) to meet relevant design, engineering and safety guidelines, including Austroads Guides; and</p> <p>(d) is certified by an appropriately qualified and experienced person that the above matters have been appropriately considered.</p>	Parking Management Strategy	All changes to parking including proposed measures are discussed in this Strategy. Consultation with relevant road authorities and key stakeholders, such as RMS, Parramatta Council, Sydney Coordination Office and TfNSW, have been conducted for each stage. Feedback received is presented in consultation logs and amendments to the Strategy made to address recommendations. All parking will be designed to relevant Austroads standards and reviewed by relevant subject matter experts.
E11	A Parking Management Strategy must be prepared before works commence and implemented in consultation with the relevant road authority and Relevant Council(s) to manage car parking impacts and kerbside parking access, particularly for the Westmead, Parramatta North, and Parramatta CBD precincts, as a result of the CSSI. The Parking Management Strategy must include, but not be limited to:	Volume 1.2 – Sections 2 and 3  Volume 2.2 and Volume 2.3	This Strategy describes the changes and mitigation measures proposed in relation to the parking impact of Parramatta Light Rail in all precincts. Relevant road authorities and key stakeholders such as RMS, Parramatta Council, Sydney Coordination Office and TfNSW have been consulted in the development of this Strategy.
E11(a)	Confirmation of the timing of the removal of on and off-street parking associated with the construction of the CSSI;	Volume 1.2 – Section 2  Volume 2.2 – Section 3	Following review of the works and programme for the various contractors involved the timelines for removal of parking in each precinct were ascertained.

ID	Condition	Reference	How Addressed
E11(b)	Comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop-off and pick-up, and weekend periods;	Volume 1.2 – Section 2 Volume 2.2 – Section 3	For each precinct parking surveys were commissioned for directly impacted roads and the surrounding area where appropriate. Details of the surveys are described in each stage and/or precinct.
E11 (c)	Assessment of the impacts of changes to on and off-street parking taking into consideration outcomes of consultation with affected stakeholders;	Volume 1.2 – Section 3 Volume 2.2 – Sections 2 and 3	Feedback was collected following stakeholder engagement sessions. This is presented in the consultation logs and the Strategy was updated where appropriate.
E11(d)	Identification of measures to manage any reduction in parking including staged removal, resident parking schemes, managed staff parking arrangements, and provision of alternative parking arrangements for accessible and service spaces;	Volume 1.2 – Section 2 Volume 2.2 – Section 3	All measures were considered to mitigate the parking impacts of Parramatta Light Rail and refined to develop a preferred solution whilst considering strategies outlined in the EIS.
E11(e)	Replacement parking for specific impacted kerbside uses (e.g. accessible parking and loading zones) within the local vicinity with consideration of the Disability Discrimination Act 1992 (DDA) Public Transport Standards and the DDA Access Code (2010); and	Volume 1.2 – Section 2 Volume 2.2 – Section 3	Where disabled parking has to be relocated contractors will ensure footpaths surrounding these locations also meet the DDA requirements, where reasonably practicable.
E11(f)	Monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.	Volume 1.2 – Section 4 Volume 2.2 – Section 4	A monitoring strategy will be developed for all precincts to measure the effectiveness of impacts and highlight unintended impacts at appropriate time intervals. This includes a particular focus on parking prioritised in the hierarchy such as parking for the mobility impaired and servicing activity.



ID	Condition	Reference	How Addressed
E11	The Parking Management Strategy will be submitted to the Secretary for information and the results of monitoring reported in the Operational Traffic, Transport and Access Performance Review required by Condition E18	Section 3.1	Operational Traffic, Transport and Access Performance Review will be submitted as a separate document.

**Table 1.2: Revised Environmental Mitigation Measures relevant to the Parking Management Strategy\***

Ref #	Commitment	Document Reference	How Addressed
SE-4	Place Managers would work with businesses to understand their needs and work with the construction teams on the best way to meet these requirements including signage, parking, access and other measures to avoid disruption for customers and deliveries.	Volume 1.2 – Section 3 Volume 2.2 - Section 2	As part of community engagement relevant businesses in each precinct are engaged particularly where their parking or access is directly impacted.
TT-5	Transport for NSW would work with the City of Parramatta Council in the context of its long term strategy for car parking in the local government area to identify appropriate parking management measures (e.g. parking controls) to balance supply and demand for parking.	Parking Management Strategy	This Strategy takes into consideration the long-term plan for car parking in local areas by reviewing relevant policy documents and engaging with City of Parramatta Council. This will drive the implementation of mitigation measures which align with long term parking strategy.
TT-8	During detailed design, Transport for NSW would undertake a broader operational review of the existing local road network in Westmead and North Parramatta precincts in consultation with Roads and Maritime Services, City of Parramatta Council, Parramatta Park Trust and NSW Health to identify measures to minimise impacts due to re-direction of traffic onto the local road network. This could include Local Area Traffic Management (LATM) measures, localised capacity improvements (such as the reconfiguration of parking along Caroline Street) and measures to prioritise public emergency access to the Westmead Health Precinct. Reasonable and feasible mitigation measures would be implemented as part of the project.	Volume 1.2 – Section 2 Volume 2.2 – Sections 3.1 and 3.2	The localised capacity improvements suggested have been considered as part of the parking strategy for the North Parramatta and Westmead precincts.

Ref #	Commitment	Document Reference	How Addressed
TT-18	<p>During detailed design, Transport for NSW would consult with impacted owners of properties along the southern side of Macquarie Street and other relevant stakeholders (such as the City of Parramatta Council) to maintain access to all properties during operation. This could include (but is not limited to):</p> <ul style="list-style-type: none"> <li>» Provision of alternative access location (new or use of an existing alternative available access location), where possible</li> <li>» <b>Provision of temporary offsite parking elsewhere in the Parramatta CBD, if the impacted property is expected to undergo redevelopment</b></li> <li>» Maintaining current access if it does not have unreasonable impacts on the operation of the project and the property owner (subject to review of traffic volumes and control arrangements).</li> </ul>	Volume 2.2 – Section 3.3	This will be addressed as part of the community and business stakeholder engagement. Provision of temporary offsite parking will be determined, if necessary, in the submission of parking strategy for Parramatta CBD precinct of the Civil Infrastructure works.
TT-33	<p>To maintain property access during construction, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> <li>» Use traffic controllers and localised traffic management measures to maintain access through worksites, where practical,</li> <li>» Temporary access closures would occur in stages to minimise the duration of closures</li> <li>» <b>Provision of temporary alternative car parking for properties with on-site parking.</b></li> </ul>	Parking Management Strategy	<p>This Strategy would include identified temporary alternative car parking that exceeds a three (3) month duration.</p> <p>Minor temporary changes (less than three months) will be managed in accordance with the Package specific Construction Traffic, Transport and Access Management Plans.</p>

\*Where only part of the condition needs to be addressed the relevant section of the condition is highlighted in bold.

# 2 Background

## 2.1 Parramatta Light Rail (Stage 1) – Project description

Parramatta Light Rail is one of the NSW Government's major infrastructure projects being delivered to serve a growing Sydney.

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023.

This project will create new communities, connect great places and help both local residents and visitors move around and explore what the region has to offer. The route will link Parramatta's CBD and train station to a number of key locations, including the Westmead Precinct, the Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatre arts and cultural precinct, the private and social housing redevelopment at Telopea, the Rosehill Gardens Racecourse and the three Western Sydney University campuses.

In summary, the key features of the CSSI include:

- A new dual track light rail network of approximately twelve (12) kilometres in length, including approximately seven (7) kilometres within the existing road corridor and approximately five (5) kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services
- Sixteen (16) stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford
- High frequency 'turn-up-and-go' services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers.
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus
- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street)
- A Stabling and Maintenance (SaM) Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flows
- Relocation and protection of existing utilities
- Public domain and urban design works along the corridor and at Stop precincts
- Closure of the heavy rail line between Carlingford and Clyde

- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts
- Integration with the Opal Electronic Ticketing System (ETS)
- Real time information in light rail vehicles and at Stops via visual displays and audio.

An overview of Parramatta Light Rail Stage 1 route is shown in **Figure 2.1**.



**Figure 2.1: Parramatta Light Rail Stage 1 Route**

## 2.2 Parramatta Light Rail Planning Approval

The Parramatta Light Rail is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI). The EIS assessed impacts for Parramatta Light Rail Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling work.

Stage 1 received Infrastructure Approval from the Minister for Planning under Section 5.19 of the EP&A Act on 29 May 2018 (Critical State Significant Infrastructure Application SSI-8285), subject to the conditions provided in the Instrument of Approval, specifically Schedule B – Ministerial Conditions of Approval.

The Infrastructure Approval was subsequently modified under Section 5.25 of the EP&A Act on 21 December 2018 and 25 January 2019.

The planning approval, modifications and related environmental assessment documents are located at: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8285](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285).

## 2.3 Proponent

Transport for NSW (TfNSW) is the proponent for the Parramatta Light Rail, which delivered the planning and concept design phases of the project and the early works. The detailed design, construction, maintenance and operation of the project is being delivered through separate contracts on behalf of TfNSW.

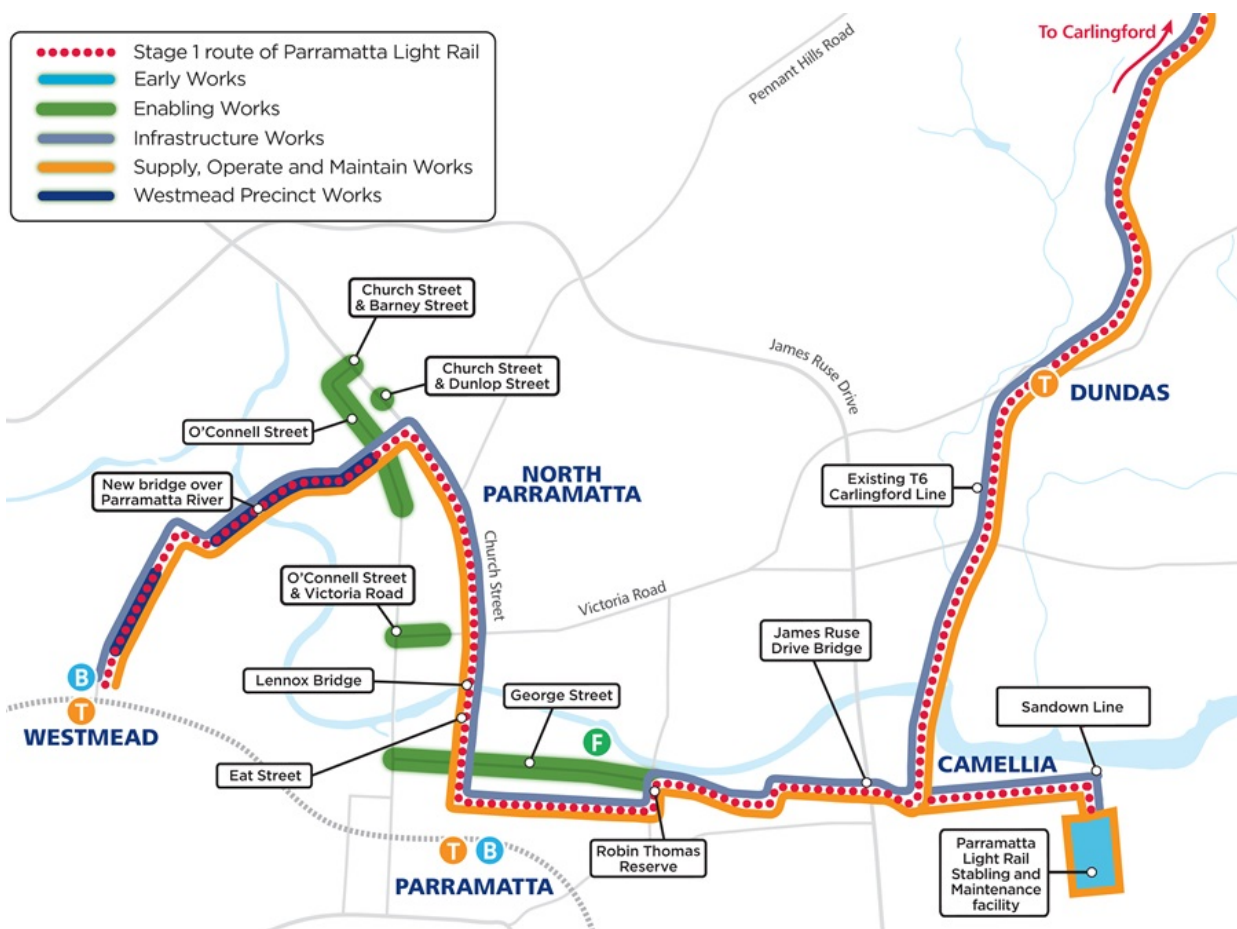
## 2.4 Delivery Strategy

Delivery of Parramatta Light Rail is achieved through the following five packages of work:

- **Enabling Works (Package 1)** – Local road network improvements including O’Connell Street and George Street (off-alignment)
- **Westmead Precinct Works (Package 2)** – Hawkesbury Road widening and demolition at Cumberland Hospital (east and west Campus)
- **Early Works (Package 3)** – Remediation of the Stabling and Maintenance (SaM) Facility.
- **Infrastructure Works (Package 4)** – Design and construction of civil works, public domain and light rail infrastructure up to road level/top of rail and to the top of the concrete slab at stops, including provision of utility services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the T6 Carlingford Line)
- **Supply, Operate and Maintain Works (Package 5)** – Design and construction of the light rail systems, high-voltage power supply and stops above slab level, the supply of light rail vehicles, and the design and construction of the SaM Facility, including all light rail operations, customer service and asset management.

Each package of work is to be delivered under separate contracts on behalf of the proponent Transport for NSW. While the packages will commence at different times under separate construction approvals, there will be periods during which the package’s works will overlap. The interactions between the packages are shown in **Figure 2.2**.

Further information on staging is outlined in the PLR Project Wide Staging Report (*PLR-TFNSW-CBD-PE-RPT-000001*).



**Figure 2.2: Parramatta Light Rail Stage 1 Delivery Strategy**

## 2.5 Relationship between Infrastructure and SOM

The Infrastructure Works (Package 4) is closely aligned to the Supply, Operate and Maintain (SOM) Works (Package 5). The reasoning for dividing this work into two stages is to ensure that suitably qualified and experienced sub-contractors are in place for each specialised component; civil infrastructure, and operational systems. The Infrastructure Works will deliver the civil infrastructure components of Parramatta Light Rail and will not trigger the operational conditions with the exception of those that relate to detailed design.

An interface between the two Joint Ventures has been established to monitor cumulative impacts and the coordination of environmental complaints management, site management controls, and the delineation of incident reporting and non-conformance management. Opportunities to share information, materials and resources will also be explored to support an overall minimisation of biodiversity impacts (including trees).



# 3 Parking Management Framework

## 3.1 Staging of the Parking Management Strategy

Due to the delivery strategy of Parramatta Light Rail, including the use of different construction contractors for each package of works, updates to the Parking Management Strategy will occur progressively as contractors commence works packages and through staging of works proposed by each contractor. Updates to the Strategy will broadly be based on the timing of the construction stages and by geographical precincts, where necessary.

The Parking Management Strategy for a particular area / precinct must be prepared in accordance with Condition E11 and submitted to the Secretary for information prior to the relevant impacts occurring.

The Parking Management Strategy has been divided into three volumes as per **Table 3.1**.

**Table 3.1: Parking Management Strategy Volumes**

Volume	Content
<b>Volume 1:</b> Enabling Works	Enabling work (including temporary and off corridor parking changes), including: <ul style="list-style-type: none"> <li>• O’Connell Street (Package 1)</li> <li>• George Street (Package 1)</li> <li>• Hawkesbury Road Widening (Package 2A)</li> <li>• Cumberland Hospital (East Campus) Demolition (Package 2B)*</li> <li>• Cumberland Hospital (West Campus) Demolition (Package 2C)*</li> <li>• Early Works (Package 3)*</li> </ul>
<b>Volume 2:</b> Civil Infrastructure	Civil infrastructure (construction and permanent changes for rail alignment), including: <ul style="list-style-type: none"> <li>• Infrastructure Works (Package 4)</li> </ul>
<b>Volume 3:</b> Operations	Operational (final permanent changes), including: <ul style="list-style-type: none"> <li>• Supply Operation and Maintain Works (Package 5)**</li> </ul>

\*There are no impacts to parking greater than 3 months for this scope of works.

\*\*Parking Management Strategy only to be updated to include Volume 3 if this package of works impact parking above what has been considered in Volume 1 and Volume 2.



### 3.2 Summary of Parking Management Strategy updates

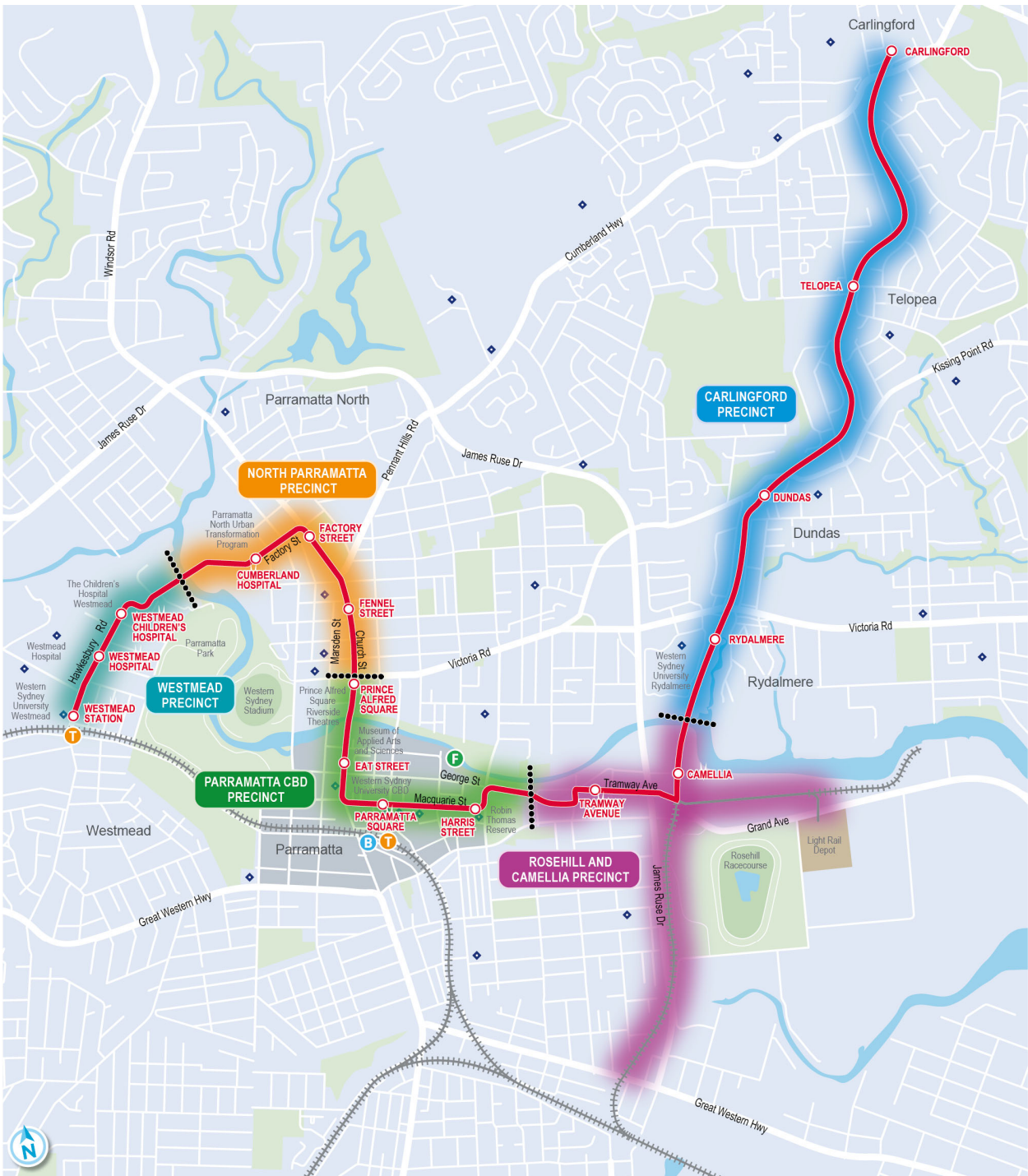
In order to allow the permanent or long-term removal of parking for each construction stage and geographical precinct, where necessary, the Parking Management Strategy has been submitted and updated as per **Table 3.2**.

**Table 3.2: Parking Management Strategy Submission Updates**

Revision	Inclusions
Rev 0	<ul style="list-style-type: none"> <li>Volume 1 - Enabling Works at O'Connell Street</li> <li>Volume 1 - Enabling Works for Hawkesbury Road Widening</li> </ul> Submitted to the Secretary on 7 March 2019 (Volume 1)
Rev 1.2	<ul style="list-style-type: none"> <li>Updates on Volume 1 Rev 0</li> <li>Volume 1 - Enabling Works at George Street</li> </ul> Submitted to the Secretary on 17 May 2019
Rev 2.0	<ul style="list-style-type: none"> <li>Updates on Volume 1 Rev 1.2</li> <li>Volume 2 - Civil Infrastructure for the Carlingford precinct and associated impacts of the T6 replacement bus service</li> </ul> Submitted to the Secretary on 21 October 2019
Rev 3.0	<ul style="list-style-type: none"> <li>Updates on Volume 2 Rev 2.0 for Carlingford Precinct</li> <li>Volume 2 - Civil Infrastructure for Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia Precincts</li> </ul> Submitted to the Secretary on 17 January 2020
Rev 3.1	<ul style="list-style-type: none"> <li>Updates on Volume 1 Rev 1.3 Section 3 and 4 to address DPIE comments</li> <li>Updates to Volume 2 Rev 3.0 to address DPIE comments</li> </ul> Submitted to the Secretary on 13 March 2020
Rev.4.0	<ul style="list-style-type: none"> <li>Updates to Volume 2 Rev 3.0 to include addendum report for Carlingford</li> </ul> This submission

Updates on previous submission were made due to changes in project scope or in response to stakeholder requirements and/or adjacent development.

Further development and submissions of the Parking Management Strategy will continue where permanent or long-term removal of parking is required.



**Figure 3.1: Parramatta Light Rail Precincts**

### 3.3 Holistic Approach

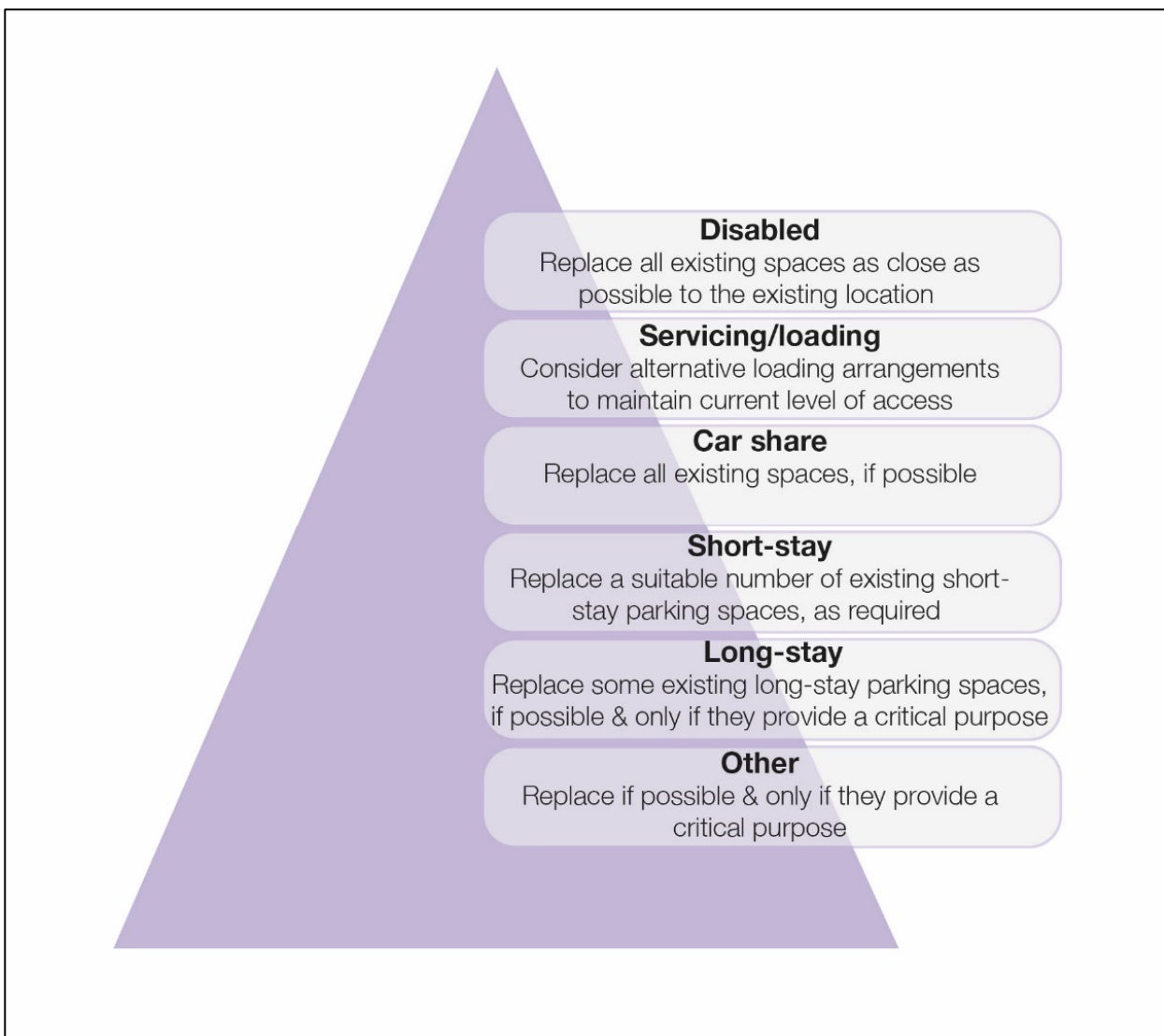
The overarching framework for parking management are applied to all work stages and incorporates a holistic approach that considers the timing and spatial overlap of all the stages.

The holistic approach in assessing cumulative impacts and implementing measures are important to the effective and efficient management of parking. This is to avoid implementing abortive works, minimise continuous parking changes, avoid disruption and create confusion with affected stakeholders. The strategy also assesses the parking impacts of construction staging and parking that are re-instated at end-state delivery.

### 3.4 Parking Hierarchy

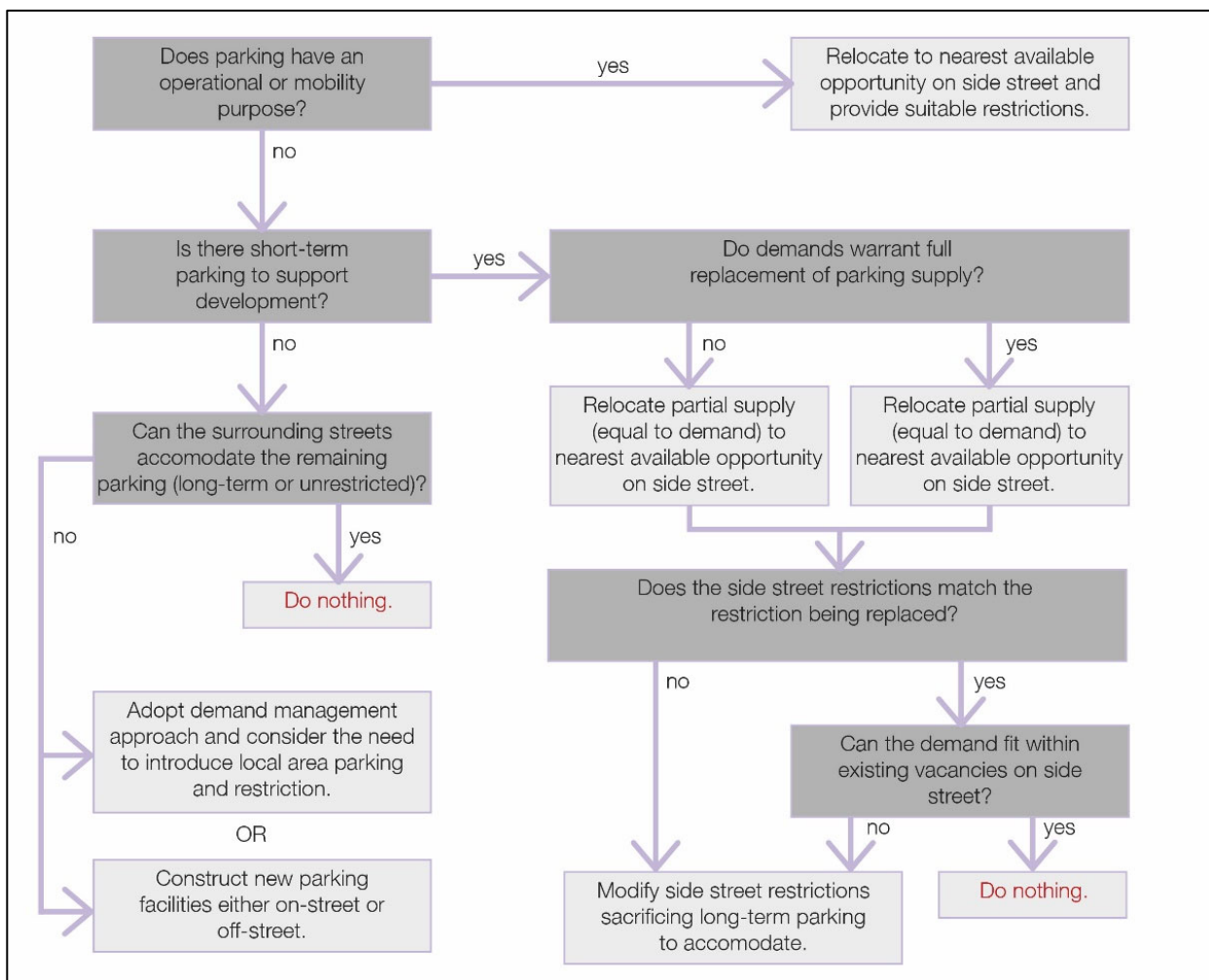
To reassign the remaining road space a hierarchy for parking types has been developed with a focus on servicing local businesses and meeting the accessibility needs of the community first.

The parking hierarchy is outlined in Figure 3.2. Where road space is reassigned to provide disability parking, surrounding footpaths will be upgraded in line with guidance presented in the DDA relating to footpath widths, gradients etc., where reasonably practicable.



**Figure 3.2: Parking Hierarchy**

A process has been developed to assess parking along all corridors affected by the PLR works. The hierarchy should be used when any existing parking is impacted as part of the works. This process is presented in Figure 3.3.



**Figure 3.3: Parking Assessment Process**

Where the assessment process does not identify a relocation measure to resolve the parking issue, other alternative parking management measures are available:

- Resident parking schemes – extension or introduction of these schemes. In some cases this can be combined with short term parking, where permit holders have exemptions;
- Staged removal – to plan works so parking can be removed in stages and reinstated whilst other sections of work are undertaken;
- Replacement paid parking – this can be the provision of extra spaces or redundancy in existing car parks. The associated cost can attribute to a mode shift to public transport, higher turnover and reduced cost of enforcement; and
- Temporary restriction zones – this measure ensures key routes are clear of parking at peak times but can be used overnight. Significant enforcement costs may result from this strategy.

### 3.5 Implementation of Parking Management Strategy

The process for implementing the Parking Management Strategy into practical outcomes for the construction and end-state is outlined as follows:

- The Parking Management Strategy is used to inform the following project outcomes:
  - Detailed construction staging plans
  - Site specific construction traffic management plans (TMP)
  - Detailed designs of the road network, especially signs and line marking plans.
- The construction staging plans are developed in detail by the Contractor. Preliminary construction staging plans (using worst-case scenario principle) have been used in assessing the parking impacts for the Parking Management Strategy.
- The site specific construction TMPs are developed and optimised in consultation with stakeholders and road authorities. Changes to parking conditions is one of a number of considerations used in assessing the impacts and effectiveness of the proposed construction TMP. The TMPs are then submitted to RMS for review and approval. Some measures may be amended post implementation as a response to the road safety audit or stakeholder feedback in consultation with RMS.
- The detailed designs are developed in multiple design stages that undergo review by RMS, City of Parramatta Council and, in some instances other government agencies. Input from consultation with businesses and impacted property owners are considered in the development of the design, as committed in the parking management strategy. Where there is a lack of certainty around the final design and the associated parking impact, the (currently known) worst-case scenario has been assessed for the parking strategy.
- Signs and line marking plans are developed through the detailed design process. These plans are submitted to RMS, City of Parramatta Council and, in some instances Police NSW for review and comment. RMS and Police NSW generally review these plans from a regulatory perspective. The primary focus of the City of Parramatta Council review is to ensure that the content and nature of the parking signs to suit the local parking schemes and operations. Once all design comments have been closed, RMS provides authorisation for the TMP to be implemented. Adjustments on the signs and line marking may be carried out post implementation as a response to a road safety audit or stakeholder feedback in consultation with RMS.

# Volume 1      Enabling Works

1.1 – Updates Register for Volume 1 (Packages 1, 2 and 3)

1.2 – Parking Management Strategy Rev 1.3 (PLR-TFNSW-PJT-PE-RPT-000019)



## 1.1 Updates Register for Volume 1 (Packages 1, 2 and 3)

Reference	Previous	Update
Rev 1.3 2.1.5, 2.1.6, 2.1.7 and 2.1.8	Works to be undertaken by the package [#] contractor are currently in design.  Impacts on parking associates with the Package [#] works were assessed in the PLR Stage 1 EIS. The recommended mitigations contained in this document will be incorporated in the final design.	Updated text to reflect that Package 2B and 2C do not have any parking impacts. Package 4 is addressed in Volume 2 and Package 5 would be in Volume 3 if required.
Rev 1.3  2.2.2.1	Main Infrastructure Works (package 4)  Will be included in a later revision of the document.	Updated text to refer to Volume 2.
Rev 1.3  2.2.5 and 2.2.6	Previously referred to the document being updated for Package 4 and Package 5.	Updated text  Package 4 is addressed in Volume 2 and Package 5 would be in Volume 3 if required.
Rev 1.3  2.3.1.2	Previously referred to the document being updated for Package 4.	Updated text  Package 4 is addressed in Volume 2.
Rev 1.3  2.3.5 and 2.3.6	Previously referred to the document being updated for Package 4 and Package 5.	Updated text  Package 4 is addressed in Volume 2 and Package 5 would be in Volume 3 if required.
Rev 1.3  2.4	Previously referred to the document being updated for Package 4 and Package 5.	Updated text  Package 4 is addressed in Volume 2 and Package 5 would be in Volume 3 if required.
Rev 1.3  2.5	Previously referred to the document being updated for Package 4 and Package 5.	Updated text  Package 4 is addressed in Volume 2 and Package 5 would be in Volume 3 if required.
Rev 1.3 3.1.4 and 3.1.5	Once the details of the proposed works are available from the Infrastructure Delivery Contractor, a separate engagement process with stakeholders will commence.	Section deleted.  Section was not relevant to the Volume 1 scope of work.
Rev 1.3 3.2.4, 3.2.5 and 3.2.6	In advance of the finalisation of the updated PMS for the [Cumberland, Rosehill and Camellia, Carlingford] precinct, a resident and business survey will be carried out. Results of the survey will be reported here.	Text has been updated to reflect that this is not part of volume 1 scope. Text now reads: This precinct is not relevant to this volume. Refer to volume 2 for more information.

Reference	Previous	Update
Rev 1.3 4.2.1 and 4.3.1	A monitoring strategy for the [Westmead precinct / Parramatta CBD] will be included in this section	Text deleted. The monitoring strategy is included in Section 4
Rev 1.3 4.4, 4.5 and 4.6	A monitoring strategy for the [Cumberland, Rosehill and Camellia, Carlingford] precinct will be included in a future version of the document.	Text has been updated to reflect that this is not part of volume 1 scope. Text now reads: [Cumberland, Rosehill and Camellia, Carlingford] precinct is not covered in the Enabling Works stage described in this volume. Refer to volume 2 for monitoring strategy.
Rev 1.2 2.1.4.2 Mitigation	<p>'No Stopping' restriction</p> <p>From this [SIDRA modelling] analysis the decision was made to implement the 'No stopping' restriction from 06:00-19:00 Monday to Friday, so residents can park on the street in the evenings and at the weekend. This aligns with the timings for other clearways currently operated by RMS within the Parramatta road network.</p>	<p>Following further consultation with RMS, City of Parramatta Council and Sydney Coordination Office in a Parking Management Strategy workshop on 1st August 2019, a risk-based decision was made to provide No Stopping at peak period on O'Connell Street (that is 6am to 10am and 3pm to 7pm) and No Parking at other times.</p> <p>The No Stopping at peak periods is to allow safe and efficient flow of traffic during the peak periods, which is supported by the SIDRA traffic model.</p> <p>The No Parking is to continue the safe and efficient flow of traffic whilst allowing for short term stops to pick up and drop off. There is a level of uncertainty and risk with the traffic model conducted, which is based on assumed future traffic volume and traffic behaviour. It would be prudent for the project to monitor and assess the 'real' traffic volume and behaviour when traffic on Church Street is diverted to O'Connell Street during the construction period. Any opportunity for parking to be reinstated after the monitoring will be considered.</p> <p>Further assessment of O'Connell Street identified that O'Connell Street between Albert Street and Macquarie Street has an existing Clearway at peak period (6am to 10am, 3pm to 7pm). It was agreed with RMS and City of Parramatta Council to extend the exiting Clearway to Church Street and Barney Street intersection. The strategy is to create a consistent driving environment throughout the length of O'Connell Street.</p>
Rev 1.2 2.1.4.2 Mitigation	Reconfiguration of surrounding streets	An assessment was conducted and presented in the Parking Management Strategy workshop on 1st August 2019 on opportunities to implement



Reference	Previous	Update																		
	<p>There is potential to investigate implementing angled parking on Fleet Street (south of Factory Street) to increase parking capacity in the area. This area is outside current planning approvals for this works and would require either separate planning approval or a Review of Environmental Factors (REF), due to the loss of mature trees.</p>	<p>angled parking in surrounding streets, which may increase parking capacity. New Street was chosen for the assessment due to its wide road width (approx. 12.5m) relative to other side streets.</p> <p>According to AS2890.5-1993-Part 5, the required road width to allow 45 degree parking, two-way traffic (3.5m lanes) and parallel parking on the other side is 14.1m. The required width can be reduced by either: a) accepting to reduce the lane widths, b) restricting the street to one-way movement, or c) removing the parallel parking.</p> <p>Assuming the required width can be reduced, the assessment on New Street indicated potential increase of 7 additional parking spaces. This strategy advises City of Parramatta Council to consider investigating this option further in detail if deemed acceptable as part of the Council's overall parking plan.</p>																		
<p>Rev 1.2 2.3.4.1 Impact</p>	<p>Table 19. George Street Enabling Works – Total parking impact</p> <table border="1" data-bbox="365 1055 852 1294"> <thead> <tr> <th>Parking</th> <th>Existing</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Visitor Parking</td> <td>223</td> <td>151</td> </tr> <tr> <td>Loading zone</td> <td>11</td> <td>13</td> </tr> </tbody> </table>	Parking	Existing	Proposed	Visitor Parking	223	151	Loading zone	11	13	<p>Re-assessment of the parking spaces along George Street based on the design, which takes into account regulatory No Stopping areas at intersections and the introduction of two westbound bus stops, and review of the extent of work associated with Stage 1b identified the following adjustments to the parking impacts.</p> <table border="1" data-bbox="865 1234 1380 1509"> <thead> <tr> <th>Parking</th> <th>Existing</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Visitor parking (Timed parking)</td> <td>154</td> <td>81</td> </tr> <tr> <td>Loading Zone</td> <td>11</td> <td>14</td> </tr> </tbody> </table>	Parking	Existing	Proposed	Visitor parking (Timed parking)	154	81	Loading Zone	11	14
Parking	Existing	Proposed																		
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Visitor parking (Timed parking)	154	81																		
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<p>Rev 1.2 4.1.1 O'Connell Street Enabling Works</p>	<p>Monitor parking availability when the 'No Stopping' zone applies from 06:00 - 19:00, Monday to Friday</p>	<p>Following further consultation with RMS, City of Parramatta Council and Sydney Coordination Office in a Parking Management Strategy workshop on 1st August 2019, a decision was made to monitor the traffic flow on O'Connell Street 6 months after traffic on Church Street is diverted to O'Connell Street during the construction period of the Light Rail, and identify parking opportunities.</p>																		

## **1.2 Parking Management Strategy Rev 1.3 (PLR-TFNSW-PJT-PE-RPT-000019)**

[Note: This section contains the Parking Management Strategy that had been endorsed by ER and submitted to DPIE in May 2019, this was subsequently updated in March 2020 to remove references to scope of work subject to Volume 2 (and Volume 3 if required).

# Consolidated Parking Management Strategy

Parramatta Light Rail – Stage 1

PLR-TFNSW-PJT-PE-RPT-000019 – Revision 1.3

March 2020



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### Appendix B

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## Document Control

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Revision	Date	Description	Approval
0.3	06 February 2019	Hawkesbury Road Widening and O'Connell Street submission to ER	
0.4	25 February 2019	Update following comments from TfNSW	
0	7 <sup>th</sup> March 2019	Hawkesbury Road Widening and O'Connell Street submission to DPE	
1.1	13 <sup>th</sup> March 2019	George Street Enabling works submission to TfNSW	
1.2	1 <sup>st</sup> April 2019	George Street Enabling works submission to stakeholders	
1.3	5 March 2020	Updates to Sections 3 and 4 to address DPIE comments from 2020	

Revision 1.2 of the document has been produced to outline the parking management strategy for the George Street Enabling works (Package 1). Minor updates to the O'Connell Street Enabling works (Package 1) Section 2.1.4 and Hawkesbury Road Widening works (Package 2: Activity A) Sections 2.2.3 are also presented. Only these sections should be reviewed as part of this revision.

Volume 2 includes work outside the scope of the Enabling Works stage of work.

## Glossary

Abbreviation	Expanded text
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
CoPC	CoPC
CSSI	The Critical State Significant Infrastructure as described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval.
DDA	Disability Discrimination Act
DWJV	Diona Ward Joint Venture
EIS	Environmental Impact Statement
REMMM	Revised environmental mitigation and management measures
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
EWMS	Environmental Work Method Statements
FCC	Ford Construction Civil
OEH	Office of Environment and Heritage
OTTR	PLR Environmental Impact Statement Technical Report: Operational Traffic and Transport Technical Assessment Report
RMS	Roads and Maritime Services
PLR	PLR Stage 1
PMS	Parking Management Strategy
SCO	Sydney Coordination office
SPIR	PLR (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018)
TCP	Traffic Control Plan
TTAMP	Construction Traffic, Transport and Access Management Sub-Plan
VMP	Vehicle Movement Plan
VMS	Variable message sign
WIMR	Westmead Institute for Medical Research

# 1 Introduction

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Parking will be a critical issue for stakeholders and the community throughout the construction and operation of Parramatta Light Rail (PLR). To effectively manage this a consolidated parking management strategy is required.

This report provides an integrated approach to parking management throughout each stage of the works aligning measures and approaches within each precinct where appropriate.

This document has been produced to satisfy pre-construction Condition E11, as outlined in the Conditions of Approval (CoA) for PLR. To fulfil the condition in its totality this report contains the following information:

- An overarching framework for parking management that can be applied to all work and stages;
- A summary of impacted parking. This includes on and/or off-street parking, what stage the parking will be impacted and for what duration;
- Detailed surveys to understand existing demand and usage of both on and off-street parking;
- Suggested mitigation measures to manage any loss or reductions in parking. These include staged removal, resident parking schemes, managed staff parking arrangements, and provision of alternative parking arrangements for accessible and service spaces;
- Details of the engagement strategy for stakeholders and the community, including presenting the data collected and amendments to the strategy where appropriate; and
- A monitoring strategy to assess implemented measures, highlighting unintentional issues and developing contingency plans.



## 1.1 Ministers Conditions of Approval

The Infrastructure approval from Section 5.19 of the Environmental Planning & Assessment Act 1979 outlines a number of conditions relating to parking management and the processes involved within it.

Table 1: Conditions relating to parking management

CoA No.	Condition Requirements	Document reference	How addressed
A5	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document or monitoring program or review. The evidence must include:</p> <p>(a) documentation of the engagement with the party(ies) identified in the relevant condition of approval before submitting the document for approval;</p> <p>(b) log of the points of engagement or attempted engagement with the identified party(ies) and a summary of the issues raised by the identified party(ies);</p> <p>(c) documentation of any follow-up with the identified party(ies), where feedback has not been provided, to confirm that the identified party(ies) has none or has failed to provide feedback after repeated requests;</p> <p>(d) outline of the issues raised by the identified party(ies) and how they have been addressed, including evidence that the party(ies) is satisfied the issues have been addressed; and</p> <p>(e) where there are outstanding issues raised by the identified party(ies) that have not been adopted, the reasons why they have not been/could not be adopted must be provided, including evidence of consultation with the relevant party(ies).</p>	Sections 3	<p>Stakeholder engagement sessions were conducted for all packages of works. All feedback received is presented in the consultation log (<b>Appendix C</b>) and amendments to the strategy were made, where appropriate.</p> <p>Community engagement was also conducted including resident surveys, business surveys and public engagement sessions</p>

CoA No.	Condition Requirements	Document reference	How addressed
B2	<p>The <b>Community Communication Strategy</b> must:</p> <ul style="list-style-type: none"> <li>(a) identify people and organisations to be consulted during the design and work phases;</li> <li>(b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI including use of construction hoardings to provide information regarding the progress of construction. The information to be distributed must include information regarding current site construction activities, schedules and milestones at each construction site;</li> <li>(c) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant communities; and</li> <li>(d) set out procedures and mechanisms:                             <ul style="list-style-type: none"> <li>i) through which the community can discuss or provide feedback to the Proponent;</li> <li>ii) through which the Proponent will respond to enquiries or feedback from the community; and</li> <li>iii) to resolve any issues and mediate any disputes that may arise in relation to construction of the CSSI, including disputes regarding rectification or compensation.</li> </ul> </li> </ul>	Section 3	Community engagement was conducted including resident surveys, business surveys and public engagement sessions for each precinct affected by the works. Results of the consultation are presented in the document
E2	<p>In relation to new or modified road, parking, pedestrian and cycle infrastructure, the CSSI must be designed:</p> <ul style="list-style-type: none"> <li>(a) in consultation with the relevant road authority;</li> <li>(b) in consideration of existing and future demand, road safety and traffic network impacts;</li> <li>(c) to meet relevant design, engineering and safety guidelines, including Austroads Guides; and</li> <li>(d) is certified by an appropriately qualified and experienced person that the above matters have been appropriately considered.</li> </ul>	Parking Management Strategy	<p>All changes to parking including mitigation measures are addressed in Section 2 of this document Stakeholder engagement sessions were conducted for all packages of works. All feedback received is presented in the consultation log (<b>Appendix C</b>) and amendments to the strategy were made, where appropriate.</p> <p>All parking will be designed to Austroads standards and reviewed by appropriately qualified professionals</p>

CoA No.	Condition Requirements	Document reference	How addressed
E11	A Parking Management Strategy must be prepared before permanent or long term loss of parking i.e. greater than three (3) months. The Strategy must be implemented in consultation with the relevant road authority and Relevant Council(s) to manage car parking impacts and kerbside parking access, particularly for the Westmead, Parramatta North, and Parramatta CBD precincts, as a result of the CSSI. The Parking Management Strategy must include, but not be limited to:	Sections 2 and 3	This strategy includes all relevant changes and mitigation measures proposed in relation to the parking impact of PLR. All proposed measures were consulted on with relevant stakeholders and the community
E11 (a)	Confirmation of the timing of the removal of on and off-street parking associated with the construction of the CSSI;	Section 2	Following review of the works and programme for the various contractors involved the timelines for removal of parking in each precinct were ascertained
E11 (b)	Comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop-off and pick-up, and weekend periods;	Section 2	For each precinct parking surveys were commissioned for directly impacted roads and the surrounding area where appropriate. All surveys were undertaken from 06:00 to 22:00 on a weekday and a Saturday
E11 (c)	Assessment of the impacts of changes to on and off-street parking taking into consideration outcomes of consultation with affected stakeholders	Section 3	Feedback was collected following stakeholder engagement sessions. This is presented in the consultation log ( <b>Appendix C</b> ) and the strategy was updated where appropriate
E11 (d)	Identification of measures to manage any reduction in parking including staged removal, resident parking schemes, managed staff parking arrangements, and provision of alternative parking arrangements for accessible and service spaces;	Section 2	All measures were considered to mitigate the parking impacts of PLR and refined to develop a preferred solution whilst considering strategies outlined in the EIS

CoA No.	Condition Requirements	Document reference	How addressed
E11 (e)	Replacement parking for specific impacted kerbside uses (e.g. accessible parking and loading zones) within the local vicinity with consideration of the Disability Discrimination Act 1992 (DDA) Public Transport Standards and the DDA Access Code (2010);	Section 2	Where disabled parking has to be relocated contractors will ensure footpaths surrounding these locations also meet the DDA requirements, where reasonably practicable
E11 (f)	Monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.	Section 4	A monitoring strategy has been developed for all precincts to measure the effectiveness of impacts and highlight unintended impacts at appropriate time intervals. This includes a particular focus on parking prioritised in the hierarchy such as parking for the mobility impaired and servicing activity

## 1.2 Environmental Mitigation and Management Measures

The Environmental Impact Statement outlines several commitments to parking management and the process as to how the strategy should be conducted. Where only part of the condition needs to be addressed the relevant section of the condition is highlighted in bold.

Ref #	Commitment	Document reference	How addressed
SE-2	<p>A Business Consultation and Activation Plan would be prepared to develop strategies to minimise impacts on businesses during construction and as a result of operations. This plan would include:</p> <ul style="list-style-type: none"> <li>• Details on how Sydney Coordination Office, Local Business Chambers and business representatives would contribute to development and implementation of strategies.</li> <li>• A Business Activation team which liaises with a number of agencies such as the NSW Department of Industry and CoPC, would work with businesses to improve resilience during construction and to changes during operations. The team would also consider bringing together business forums to address specific issues of interest for businesses.</li> </ul> <p>Place Managers who would work with businesses to understand their needs and work with the construction teams on the best way to meet these requirements including signage, parking, access and other measures to avoid disruption for customers and deliveries.</p>	Section 3.2	As part of community engagement relevant businesses in each precinct will be engaged particularly where their parking or access is directly impacted
TT-5	The PLR team from Transport for NSW would work with the CoPC and the Sydney Coordination Office in the context of its long term strategy for car parking in the local government area. The team would identify appropriate parking management measures (e.g. parking controls or replacement of special parking such as mobility parking or loading zones) for incorporation into the PLR design, where it is impacting on-street car parking.	Parking Management Strategy	This strategy takes consideration of the long-term strategy for car parking in local areas by reviewing relevant policy documents and engaging the CoPC / SCO so the framework in Section 1 incorporates this insight. This will drive the implementation of mitigation measures which align with long term parking strategy

Ref #	Commitment	Document reference	How addressed
TT-6	<p>The detailed design of interchanges with other modes of transport would be developed to enable easy customer transfer at Parramatta Transport Interchange, Westmead Station and at other significant locations identified for customer transfer.</p> <p>The design would:</p> <ul style="list-style-type: none"> <li>• Consider accessibility for a range of customer types and abilities.</li> <li>• Develop Interchange Operations and Maintenance Plans setting out who owns, operates and maintains each asset within the interchange.</li> <li>• Identify walking and cycling catchments and facilities at interchanges.</li> <li>• Identify the network service plan post construction.</li> <li>• Confirm changes necessary to footpaths, cycleways, passenger facilities, parking, traffic and road access, and integration of public domain to optimise access.</li> </ul>	Section 2	All changes at these interchanges relating to parking and the timing of removal will be detailed within this document for each package of work
TT-9	<p>The PLR team from Transport for NSW would undertake an operational review of the existing local road network in Westmead and Parramatta North precincts in consultation with Roads and Maritime Services, CoPC, Parramatta Park Trust and NSW Health to identify measures to minimise the impacts of the PLR project due to re-direction of traffic onto the local road network. This could include localised capacity improvements (such as the reconfiguration of parking along Caroline Street) and measures to prioritise public emergency access to the Westmead Health Precinct. Reasonable and feasible mitigation and management measures would be considered as part of the detailed design of the project.</p>	Sections 2.1 and 2.2	The localised capacity improvements suggested have been considered as part of the parking strategy for the North Parramatta and Westmead precincts.

Ref #	Commitment	Document reference	How addressed
TT-17	<p>In locations where access for local residents, businesses or other organisations to properties is permanently changed as a result of the operation of the project, a local access plan will be prepared. The local access plan will identify the traffic control or other measures to be implemented in the detailed design to provide alternative access. The local access plan will be communicated to the affected parties.</p> <p>Locations identified to date that require consideration include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• The southern side of Macquarie Street.</li> <li>• Hainsworth Street, Westmead.</li> <li>• Tramway Avenue, Parramatta.</li> <li>• Alfred Street, Parramatta.</li> <li>• North of Grand Avenue, Camellia, where properties are impacted by works on the Sandown Line.</li> </ul> <p>For impacted owners of properties along the southern side of Macquarie Street the local access plans could include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• Provision of alternative access location (new or use of an existing alternative available access location), where possible.</li> <li>• <b>Provision of temporary offsite parking elsewhere in the Parramatta CBD, if the impacted property is expected to undergo redevelopment.</b></li> </ul> <p>Maintaining current access if it does not have unreasonable impacts on the operation of the project and the property owner (subject to review of traffic volumes and control arrangements).</p>	Section 2.3	Where property parking on Macquarie Street is impacted appropriate mitigation measures have been developed and property owners have been consulted to confirm measures meet their requirements, where reasonably practicable

<p>TT-25</p>	<p>To maintain safe motorist, pedestrian and cyclist access where construction works would occur, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> <li>• Use of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers</li> <li>• Appropriate controls where vehicles are required to cross footpaths to access construction areas, including manual supervision, physical barriers or temporary traffic signals.</li> <li>• Consideration of shared experience educational events that allow pedestrians, cyclists or motorists to sit in trucks and understand the visibility restrictions of truck drivers, and for truck drivers to understand the visibility from a bicycle.             <ul style="list-style-type: none"> <li>» Consideration of pedestrian access needs for elderly people, children and people with disability, where reasonably practicable.</li> </ul> </li> <li>• Specific construction driver training to understand route constraints, expectations, safety issues and to limit the use of compression braking.</li> <li>• Safety devices on construction vehicles that warn drivers of the presence of a vulnerable road user located in the vehicles' blind spots and warn the vulnerable road user that a vehicle is about to turn.</li> </ul> <p>Site specific construction traffic management plans and site specific traffic control plans would be prepared and implemented, including mitigation and management responses associated with the temporary closures (including weekend closures) of:</p> <ul style="list-style-type: none"> <li>• Church Street and Pennant Hills Road.</li> <li>• Church Street and Barney Street.</li> <li>• Church Street and Board Street.</li> <li>• Church Street and Victoria Road.</li> <li>• Smith Street and Macquarie Street.</li> <li>• Church Street and George Street.</li> <li>• James Ruse Drive.</li> <li>• Grand Avenue.</li> </ul>	<p>Section 2</p>	<p>Details of all changes to parking provision and mitigation measures in relation to PLR Stage 1 for all precincts are detailed in this document. The purpose of this document is to ensure a holistic approach to parking identifying overlap between separate work packages and developing efficiencies</p>
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Ref #	Commitment	Document reference	How addressed
	<ul style="list-style-type: none"> <li>• Kissing Point Road.</li> </ul> <p>These site-specific traffic management plans would detail:</p> <ul style="list-style-type: none"> <li>• Site access and associated route and turning movements.</li> <li>• Potential activities that could result in the disruption to traffic and transport networks, including pedestrian, cyclist and public transport networks and during special events.</li> <li>• The timing to limit disruptions to the road and transport networks.</li> <li>• <b>The maintenance of access and safety of transport networks, parking and property.</b></li> </ul> <p>Details responses to the management of an event that directly involves or impacts on traffic and transport networks.</p>		
TT-29	<p>To maintain property access during construction, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> <li>• Use traffic controllers and localised traffic management measures to maintain access through worksites, where practical.</li> <li>• Temporary access closures would occur in stages to minimise the duration of closures.</li> <li>• <b>Provision of temporary alternative car parking for properties with on-site parking.</b></li> </ul>	Section 2 and 3.2	Where property parking is impacted appropriate measures have been selected to mitigate this aligning with the principles in the EIS and the parking framework outlined in this strategy. As part of community engagement any residents or businesses whose parking is impacted will be engaged

### 1.3 Summary of works

PLR is one of the NSW Government’s major infrastructure projects being delivered to serve a growing Sydney.

PLR will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is due to be operational in 2023.

An overview of PLR route is presented in Figure 1.

Figure 1: PLR map



The project will create new communities, connect great places, help both local residents and visitors move around and explore what the region has to offer. The route will link Parramatta's CBD and train station to a number of key locations, including the Westmead Precinct, the Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatre arts and cultural precinct, the private and social housing redevelopment at Telopea, the Rosehill Gardens Racecourse and the three Western Sydney University campuses. In summary, the key features of the project include:

- A new dual track light rail network of approximately twelve (12) kilometres in length, including approximately seven (7) kilometres within the existing road corridor and approximately five (5) kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services;
- Sixteen (16) Stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford;
- High frequency 'turn-up-and-go' services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm;
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers;
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus;
- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street);
- A Stabling and Maintenance Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained;
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere;
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flow;
- Relocation and protection of existing utilities;
- Public domain and urban design work along the corridor and at Stop precincts;
- Closure of the heavy rail line between Carlingford and Clyde;
- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts;
- Integration with the Opal Electronic Ticketing System (ETS); and
- Real time information in light rail vehicles and at Stops via visual displays and audio.

## 1.4 Statutory Context

The PLR is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI).

Before work can commence on the project, detailed environmental impact assessments have been carried out and approved by the Minister for Planning.

## 1.5 PLR Planning Approval

The Environmental Impact Statement (EIS) assessed impacts for PLR Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling works. It was approved by the Minister for Planning on 29 May 2018.

The planning approval (Infrastructure approval SSI 8285) and related environmental assessment documents are located at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8285](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285)

## 1.6 Staging of Works

PLR Project Wide Staging Report (PLR-TFNSW-CBD-PE-RPT-000001) outlines the five main contract packages that the CSSI will consist of. Whilst commencing at different times, each stage will have periods during which the works will overlap. The five packages of works are:

- **Enabling stage**
  - **Package 1: Road Enabling Works Contract:** for design and construction of specific local road network improvements and adjustments to maintain performance of the local road network during the light rail construction period and during light rail operations. These works focus in particular on increasing the capacity of O'Connell Street and George Street to accommodate the loss of capacity on Church Street and Macquarie Street.
  - **Package 2: PLR Westmead Precinct Works:** this includes the following three activities that will be managed by Health Administration Corporation (HAC) on behalf of Transport for NSW. These activities are required before Package 4 commences in these particular areas.
    - **Activity A: Hawkesbury Road Widening Contract:** for design and construction of local road network modifications prior to the light rail construction period. These works are for the widening of the north-western side of Hawkesbury Road including piling to accommodate for future NSW Health development, within Westmead Hospital land.
    - **Activity B: Cumberland Hospital (East Campus) Demolition:** The Cumberland Hospital East Demolition Works will be carried out prior to the main infrastructure works (Package 4) at this location.
    - **Activity C: Cumberland Hospital (West Campus) Demolition:** The Cumberland Hospital West Demolition Works will be carried out prior to the main infrastructure works (Package 4) at this location.

- **Package 3: Early Works Portion 2:** the remediation (capping) of the TfNSW owned site at 6-8 Grand Avenue, Rosehill. This is the allocated site for the SaM Facility.
- **Infrastructure delivery stage**
  - **Package 4: Infrastructure Contract:** the design and construction of civil works, public domain and light rail infrastructure up to road level / top of rail and to the top of the concrete slab at Stops, including provision of all utility services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the Carlingford T6 Line.
- **Supply, Operate & Maintain stage**
  - **Package 5: Supply, Operate and Maintain (SOM) Contract:** the design and construction light rail systems, high-voltage power supply and Stops above slab level, the supply of LRVs, the design and construction of the Stabling and Maintenance Facility, including all light rail operations, customer service and asset management.

The planned timelines for the works packages are as follows:

- O’Connell Street Enabling works (Package 1): End of February 2019 – April 2020
- George Street enabling works (Package 1): End of March 2019 – September 2019
- Hawkesbury Road Widening (Package 2: Activity A): May 2019 – May 2020
- Infrastructure contract: January 2020 – Mid 2020
- SOM contract: 2020 - 2023

Dates are quoted from a SCO/PLR interface meeting on 14th February 2019 and are subject to change.

## 1.7 Parking management framework

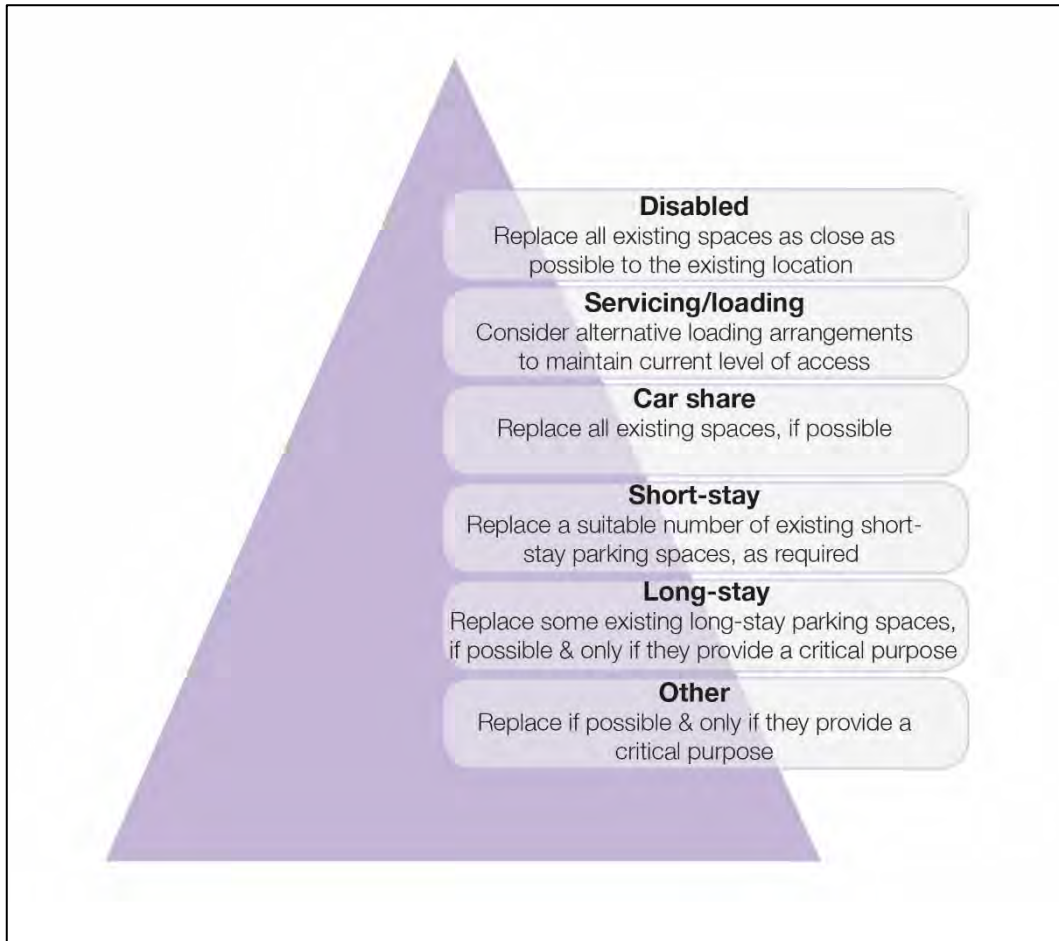
The delivery and operation of the PLR will have temporary and permanent impacts on parking. It will be critical to the success of the project that parking and road space allocation is designed and managed efficiently and effectively. This will include providing different types of parking that respond to the need of the community and surrounding land uses. Not all parking will be replaced, so it is important to identify and relocate critical parking to suitable locations.

This framework addresses parking impacts relating to the delivery and operation of the PLR. Integrating both aspects of the PMS will allow for efficiencies in the alignment of mitigation measures, improve clarity in consultation, and allow for minimal change once a measure is in place.

To reassign the remaining road space a hierarchy for parking types has been developed with a focus on servicing local businesses and meeting the accessibility needs of the community first.

The parking hierarchy is outlined in Figure 2. Where road space is reassigned to provide disability parking, surrounding footpaths will be upgraded in line with guidance presented in the DDA relating to footpath widths, gradients etc., where reasonably practicable.

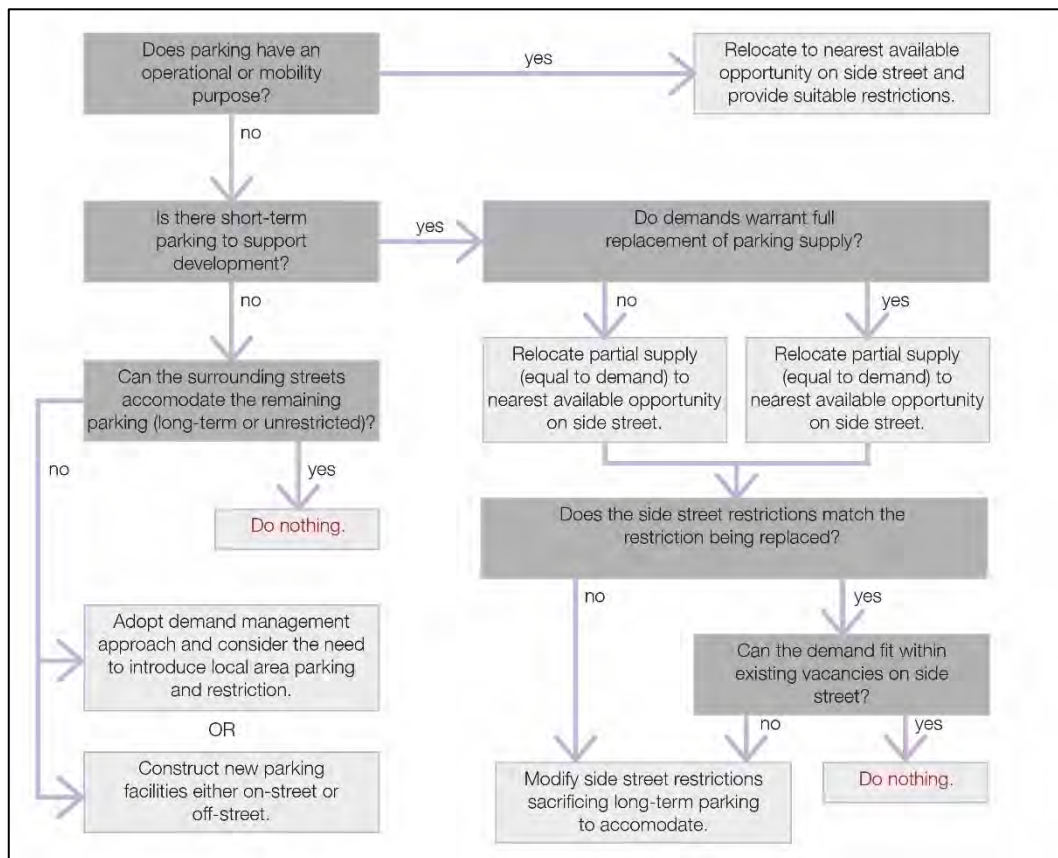
Figure 2: Parking hierarchy



A process has been developed to assess parking along all corridors affected by the PLR works. The hierarchy should be used when any existing parking is impacted as part of the works. This process is presented in Figure 3.



Figure 3: Parking assessment process



Where the assessment process does not identify a relocation measure to resolve the parking issue, other alternative parking management measures are available:

- Resident parking schemes – extension or introduction of these schemes. In some cases this can be combined with short term parking, where permit holders have exemptions;
- Staged removal – to plan works so parking can be removed in stages and reinstated whilst other sections of work are undertaken;
- Replacement paid parking – this can be the provision of extra spaces or redundancy in existing car parks. The associated cost can attribute to a mode shift to public transport, higher turnover and reduced cost of enforcement; and
- Temporary ‘No Stopping’ zones – this measure ensures key routes are clear of parking at peak times but can be used overnight. Significant enforcement costs may result from this strategy.

Construction worker parking is also an important issue to manage throughout the duration of the works. In all cases workers will be restricted from parking on street parking adjacent to works areas. They will be encouraged to use public transport to access work sites and Travel Plans will be produced for each stage of works to inform workers of the options available to them (including active travel). In all cases work sites will be designed to accommodate construction vehicles, as these vehicles will not be allowed to use on street parking.

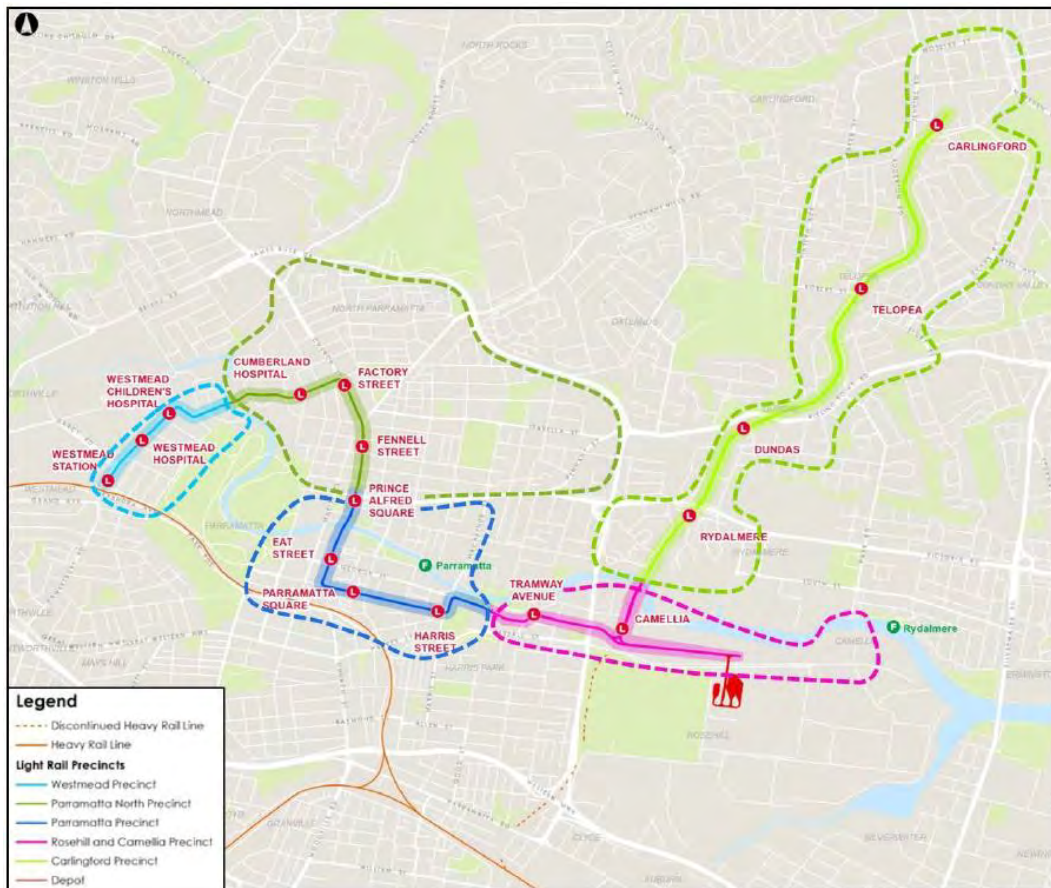
## 2 Parking zones

The construction and operation of PLR will impact parking across a number of precincts. This document analyses the parking by precinct using the areas previously outlined in the EIS these are:

- North Parramatta;
- Westmead;
- Parramatta CBD;
- Rosehill and Camellia; and
- Carlingford.

The extents of these precincts are presented on Figure 4.

Figure 4: PLR precinct extents



### 2.1 North Parramatta precinct

#### 2.1.1 Summary of works

The works in the North Parramatta precinct will involve five work packages:

- Package 1: Road Enabling Works Contract;



- Package 2 (Activity B): Cumberland Hospital (East Campus) Demolition
- Package 2 (Activity C): Cumberland Hospital (West Campus) Demolition
- Package 4: Infrastructure Contract; and
- Package 5: SOM Contract.

As part of the main infrastructure works (Package 4), Church Street will be closed to general traffic to accommodate the light rail. Traffic which would have used this route will be diverted along Barney Street and O'Connell Street. To enable the Church Street works, increased traffic capacity is required along the revised route. This involves widening O'Connell Street to four lanes between Barney Street and Albert Street, and improvements to several intersections nearby. To achieve this, parking zones on both sides of O'Connell Street will be repurposed, and parking on a number of side streets will be impacted due to intersection upgrades works. The scope of the O'Connell Street Enabling works (Package 1) is presented on Figure 5.

Figure 5: Extent of O'Connell Street Enabling works (Package 1)



The Package 2, 4 and 5 works summaries are described in the EIS. Investigations ahead of these works are underway and the detailed designs will carefully consider parking impacts of these works alongside the impacts of Package 1. The EIS reports on the assessed impacts of Package 2, 4 and 5. The proposed mitigations for the loss of parking, as set out in the EIS, have been considered in

this PMS. A further review of these mitigations will be carried out once the detailed design for Package 2, 4 and 5 is completed.

## 2.1.2 Existing conditions

This section focuses on the existing parking zones that will be directly impacted by the various PLR packages of works in the North Paramatta precinct.

### 2.1.2.1 O'Connell Street Enabling works (Package 1)

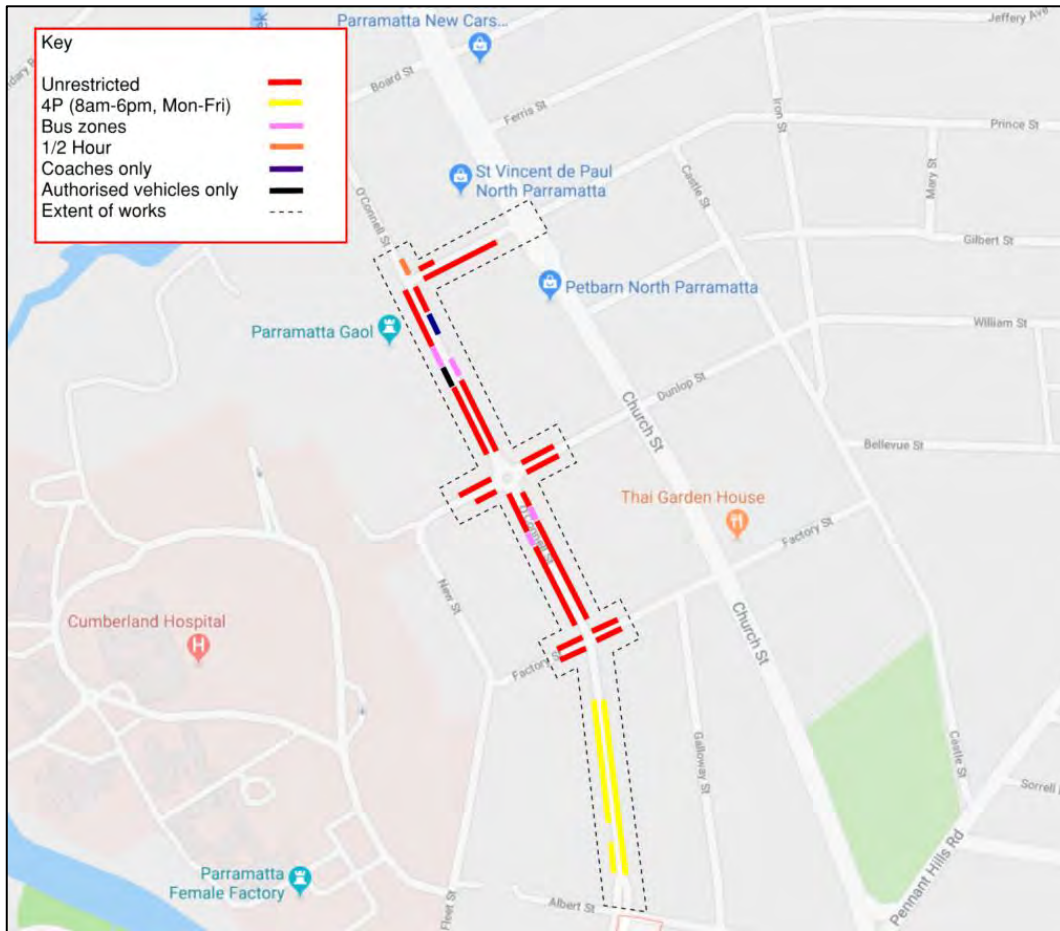
The extent of the enabling works includes O'Connell Street from Albert Street to Barney Street, and Barney Street from O'Connell Street to Church Street. Several parking types are located along both sides of these streets.

The following parking restrictions apply within the extent of the O'Connell Street Enabling works (Package 1):

- ½ hour parking on O'Connell Street north of Barney Street - 2 spaces;
- Unrestricted parking on Barney Street - 10 spaces;
- Unrestricted parking on O'Connell Street between Barney Street and Dunlop Street - 30 spaces;
- 'Authorised vehicles only' on O'Connell Street between Barney Street and Dunlop Street - 4 spaces;
- 'No parking except coaches' on O'Connell Street between Barney Street and Dunlop Street - 2 spaces;
- Unrestricted parking on Dunlop Street - 12 spaces;
- Unrestricted parking on O'Connell Street between Dunlop Street and Factory Street - 27 spaces;
- Unrestricted parking on Factory Street - 11 spaces; and
- 4P (8am to 6pm, Mon-Fri, except permit holders) on O'Connell Street between Factory Street and Albert Street - 38 spaces.

Figure 6 outlines the parking restrictions within the extent of the works.

Figure 6: O’Connell Street Enabling works (Package 1) extent and parking zones



The impact of Package 4 works on Factory Street have been considered in this PMS document (see page 34) alongside the impact of Package 1. The impact of Package 4 on 11 parking spaces on Church Street is reported in the EIS. Once detailed design of the Package 4 is complete this impact will be reviewed.

### 2.1.3 Parking survey analysis

For the North Parramatta precinct parking occupancy surveys were undertaken from 06:00 to 22:00 on 7<sup>th</sup> and 9<sup>th</sup> February 2019. This section outlines parking occupancies on streets directly impacted by PLR and highlights available capacity in the surrounding area.

#### 2.1.3.1 O’Connell Street Enabling works (Package 1)

The key aim of the parking mitigation measures for the O’Connell Street works is to ensure that there is capacity in the surrounding area to accommodate the parking needs of residents. The analysis of the survey data is therefore focussed on identifying trends in resident parking and quantifying the on street requirement for residents. This has been ascertained by highlighting parking occupancy rates at times when the parking is expected to predominately be used by residents (such as evenings and weekends).

### **Western side of O'Connell Street parking zones**

The following residential parking areas along the western side of O'Connell Street within the extent of works have been analysed:

- Barney St to Dunlop St (Zone A) 17 unrestricted spaces;
- Dunlop St to Factory St (Zone B) 14 unrestricted spaces; and
- Factory St to Albert St (Zone C) 19 4P spaces (8am to 6pm, Mon-Fri, except permit holders).

Figure 7 and Figure 8 present the occupancy of these parking zones over the survey period on Thursday and Saturday. Occupancy rates for the other parking zones are not assessed in these figures as they are not expected to be used by residents.

Figure 7: Western side of O’Connell Street parking zone occupancies – Thursday 7<sup>th</sup> February 2019

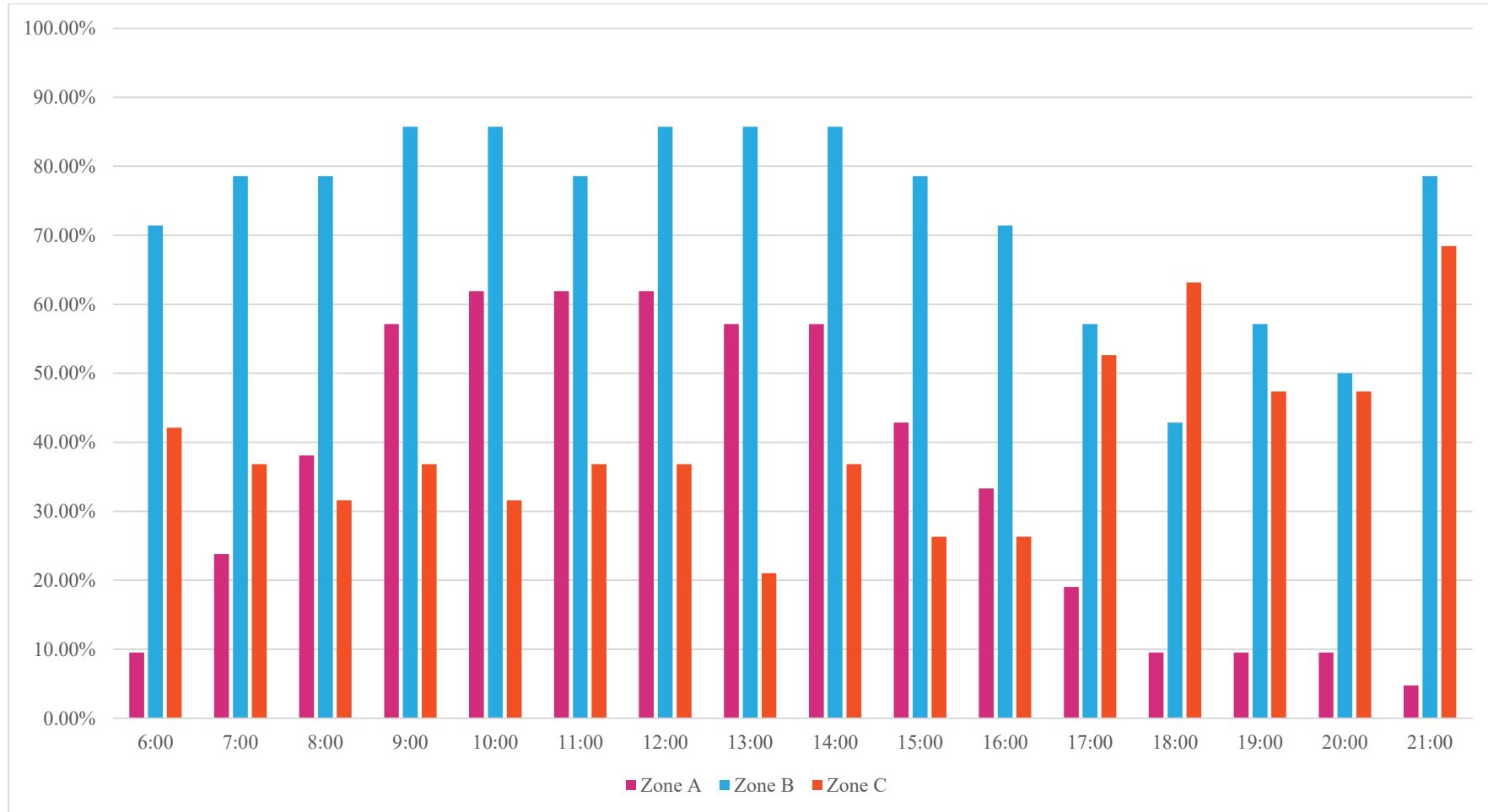
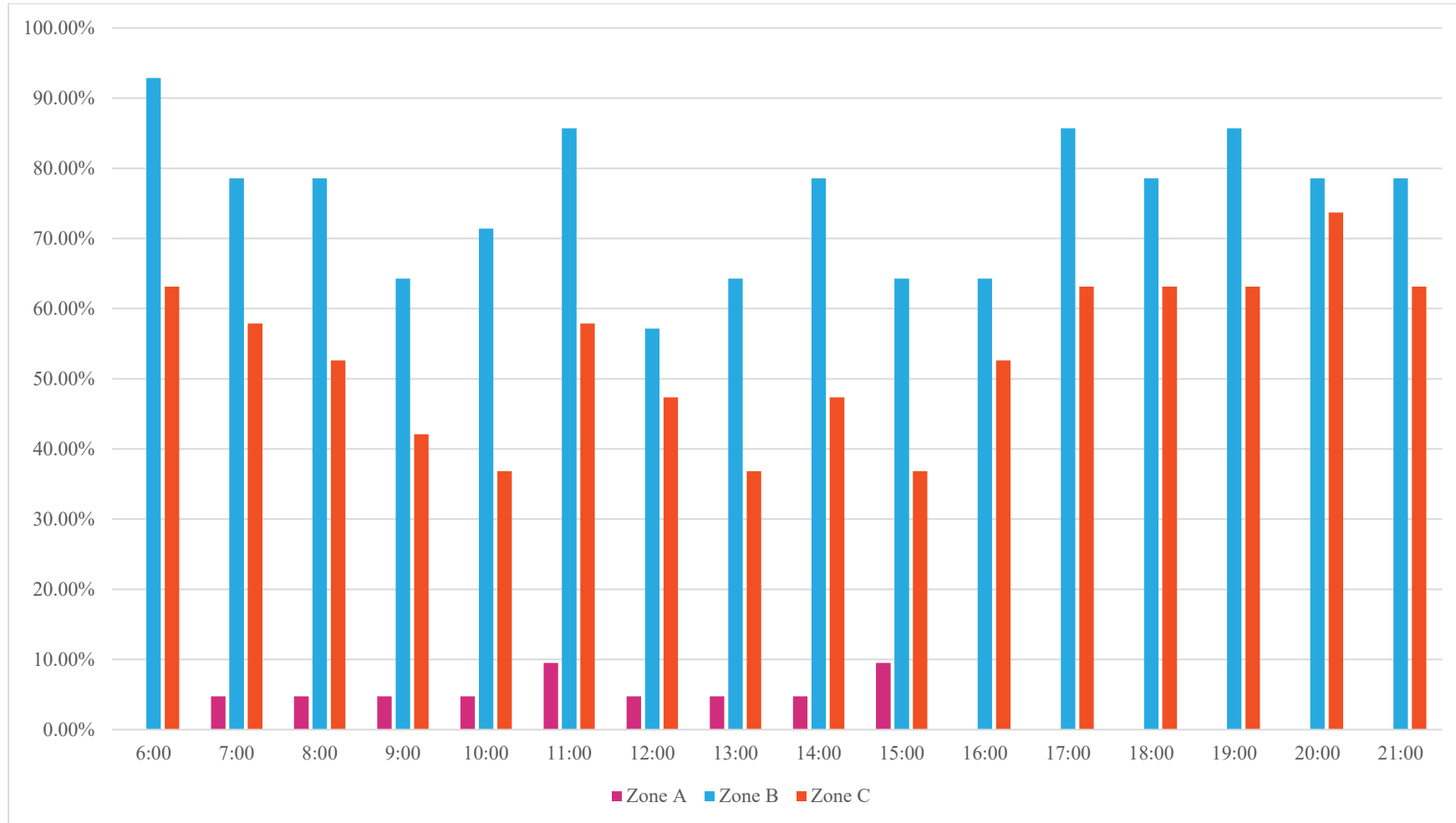


Figure 8: Western side of O’Connell Street parking zone occupancies – Saturday 9<sup>th</sup> February 2019



On Thursday, Zones A and B experience higher parking occupancy rates throughout the day (40-60% for Zone A and 70-85% for Zone B). This declines at either end of the day with occupancy rates reducing as low as 5% in Zone A and 45% in Zone B. Zone B also experiences an evening peak at 21:00 when occupancy increases to approximately 80%. By comparison, Zone C experiences lower occupancy rates throughout the day (20-40%), and higher rates in the evening (50-70%).

The difference in the patterns can be attributed to the varying parking restrictions with the 4P restriction on Zone C reducing the number of vehicles parking throughout the working day, unless they have a residential parking permit. The data indicates that it is likely Zones B and C are used by residents at off peak times, whereas Zone A experiences low occupancy rates at both ends of the day.

By comparison, Zone A experiences extremely low parking rates throughout Saturday peaking at approximately 10%. Zones B and C occupancy rates reduce towards the middle of day but fluctuate far less than on Thursday. Zone C experiences higher occupancy rates on Saturday than Thursday, this is likely due to the 4P restriction not applying on the weekend.

In an attempt to ascertain the residential parking requirement from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). The results of this are presented in Table 2.

Table 2: Residential parking requirement – O’Connell Street west

Zone	Average occupancy	Parking zone capacity	Residential parking requirement*
A	4%	17	1
B	57%	14	8
C	59%	19	12

\*Values have been rounded up

### Eastern side of O’Connell Street parking zones

On the eastern side of O’Connell Street there are the following residential parking zones:

- Barney Street to Dunlop Street (Zone A) 13 unrestricted spaces;
- Dunlop Street to Factory Street (Zone B) 13 unrestricted spaces; and
- Factory Street to Albert Street (Zone C) 19 4P spaces (8am to 6pm, Mon-Fri, except permit holders)

Figure 9 and Figure 10 indicate the occupancy of these zones over the survey period on Thursday and Saturday. Occupancy rates for the other parking zones are not assessed in these figures as they are not expected to be used by residents.

Figure 9: Eastern side of O’Connell Street parking zone occupancies – Thursday 7<sup>th</sup> February 2019

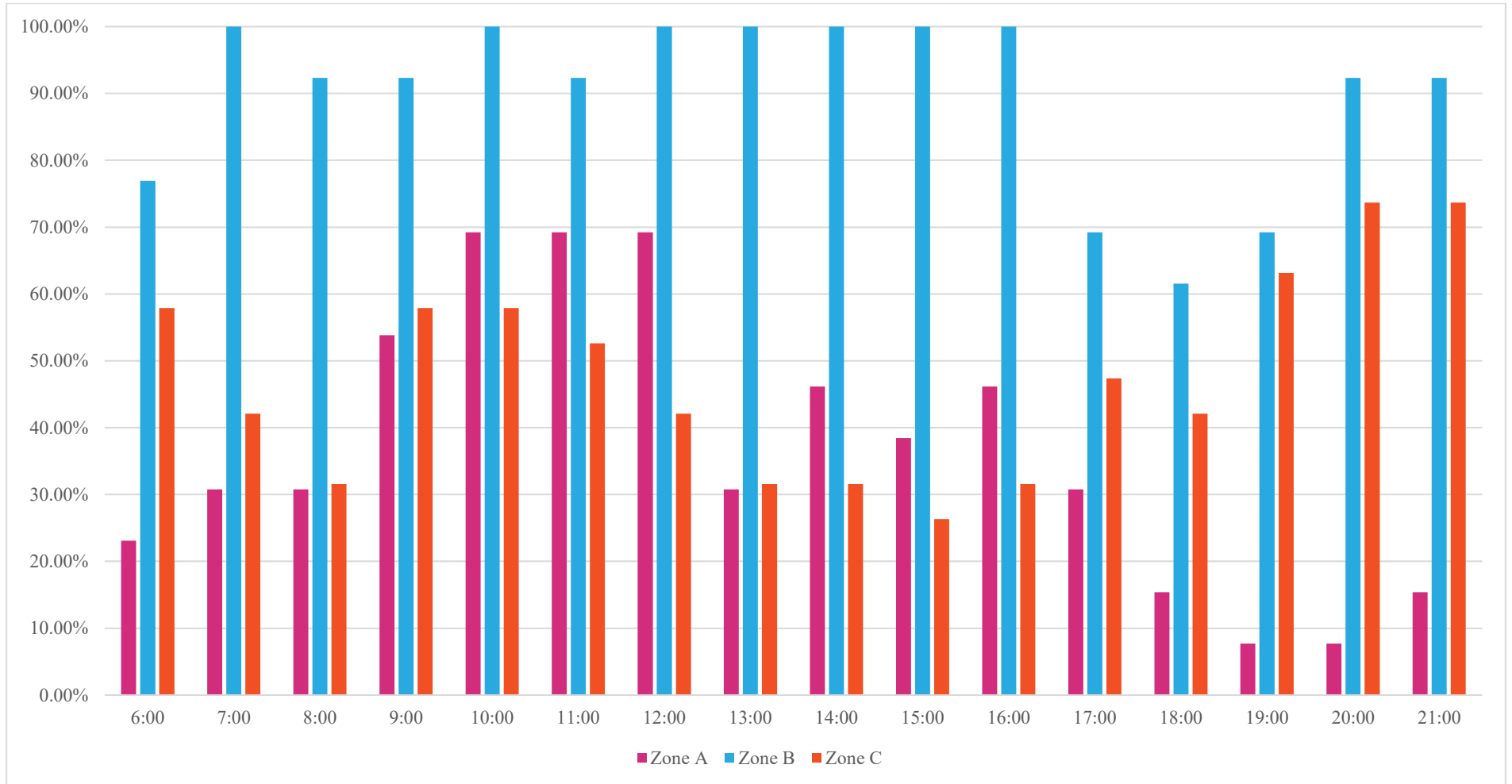
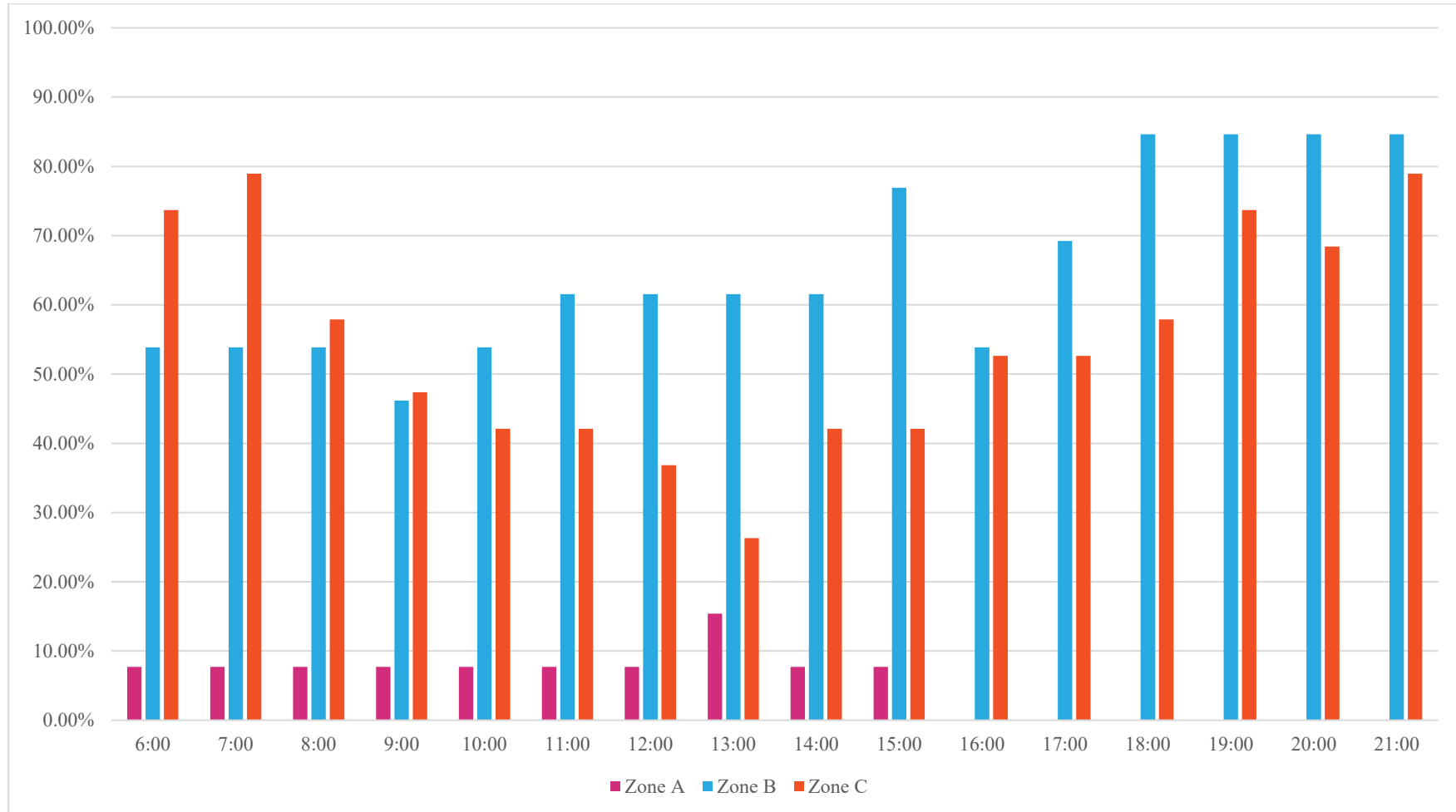




Figure 10: Eastern side of O’Connell Street parking zone occupancies – Saturday 9<sup>th</sup> February 2019



On Thursday, Zone B experiences occupancy rates of 100% for long periods of the working day. This reduces at either end of the day, with occupancy rates ranging from 75-90%. By comparison, Zone A experiences higher occupancy rates between 09:00 and 13:00 (55-70%), with reduced occupancy at either end of the day. A greater reduction in occupancy rates can be seen in the evening for Zone A. Zone C fluctuates throughout the day generally showing lower occupancy rates when the 4P parking restrictions apply. The peak occupancy for Zone C occurs in the evening (70%).

On Saturday occupancy rates for Zone A are low throughout the day. This is likely due to available capacity in other unrestricted parking which is closer to Parramatta CBD. Zone B experiences high occupancy rates throughout the day with a peak in the evening, where the rate exceeds 80% after 18:00. Zone C has higher occupancy rates at both ends of the day suggesting less residents use this zone throughout the day on Saturdays. Zone C experiences higher occupancies on Saturday than Thursday indicating this parking may be used for another use on the weekend such as visitors to residential properties on O'Connell Street or Parramatta CBD.

In an attempt to ascertain the residential parking requirement from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). The results of this are presented in Table 3.

Table 3: Residential parking requirement – O'Connell Street east

Zone	Average occupancy	Parking zone capacity	Residential parking requirement*
A	12%	13	2
B	63%	13	9
C	71%	19	14

\*Values have been rounded up

## Barney Street

The other street directly impacted by the O'Connell Street Enabling works (Package 1) is Barney Street which has two residential parking zones:

- Barney Street northern side (Zone A) two unrestricted spaces; and
- Barney Street southern side (Zone B) eight unrestricted spaces.

Figure 11 and Figure 12 indicate the occupancy of these zones over the survey period on Thursday and Saturday.

Figure 11: Barney Street parking zone occupancies – Thursday 7<sup>th</sup> February 2019

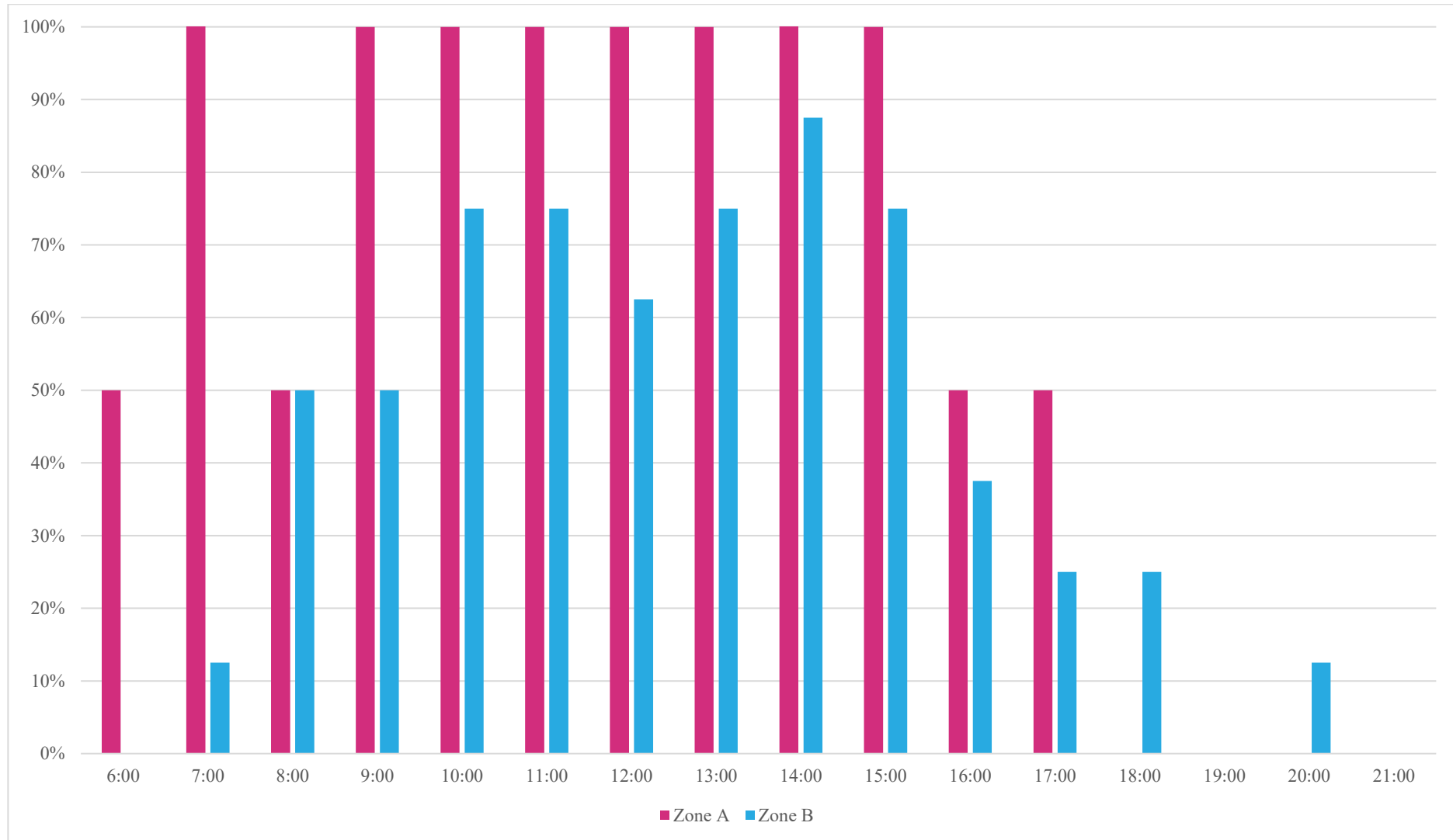
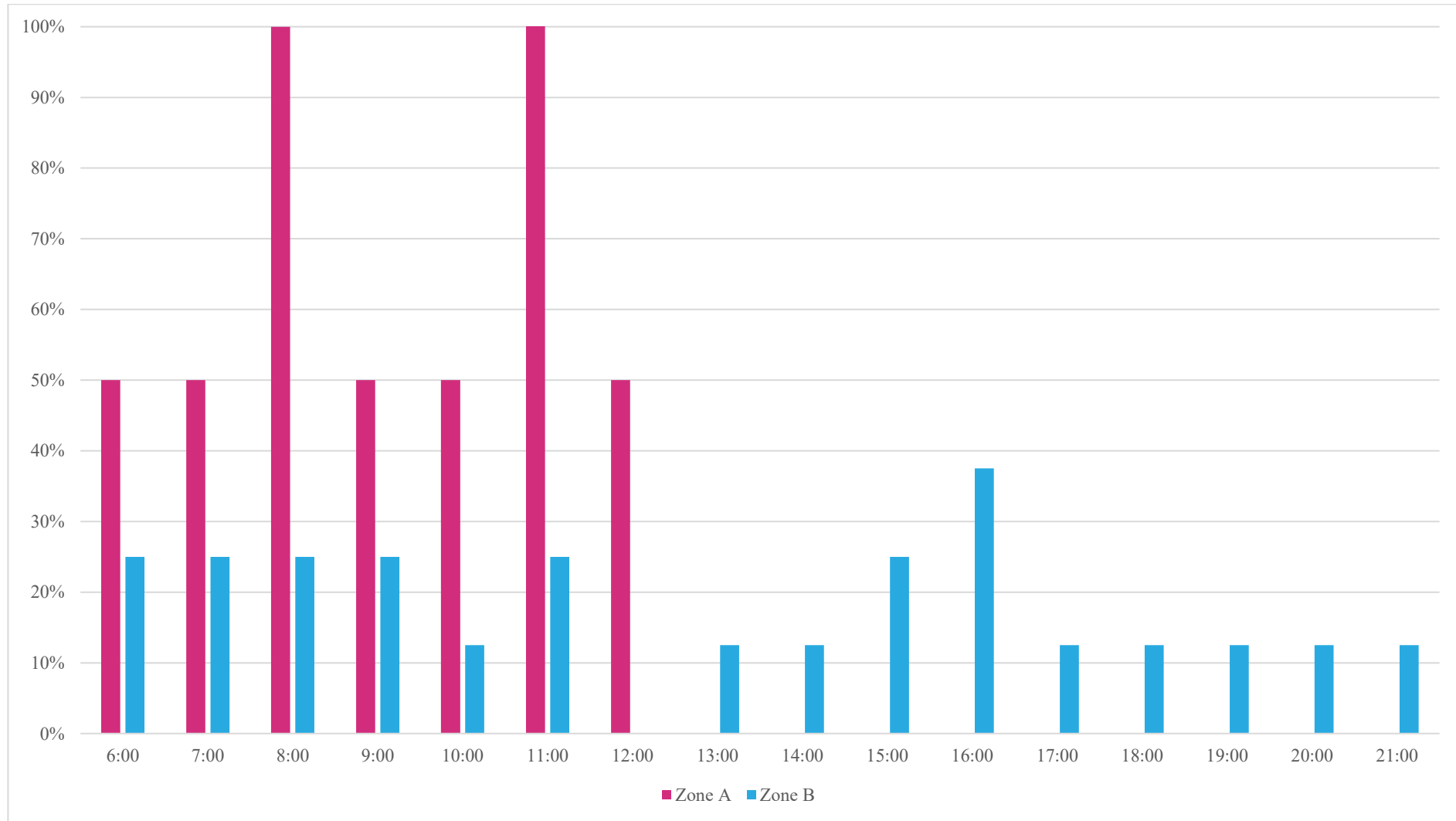


Figure 12: Barney Street parking zone occupancies – Saturday 9<sup>th</sup> February 2019



The occupancy results on Thursday suggest both parking zones are predominately being used by commuters with high occupancies throughout the day which reduce at either end of the day. Zone A experiences higher maximum occupancy rate (100%) than Zone B (approximately 85%). This may be impacted by Zone A having a low capacity (two cars) meaning achieving a high occupancy rate is more likely.

On Sunday Zone A experienced high occupancy in the morning but zero occupancy in the afternoon. Zone B experiences a much lower occupancy rate on Saturday than Thursday. All this data indicates use of Barney Street for residential parking is low.

In an attempt to ascertain the residential parking requirement from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). This results of this are presented in Table 4.

Table 4: Residential parking requirement – Barney Street

Zone	Average occupancy	Parking zone capacity	Residential parking requirement*
A	25%	2	1
B	9%	8	1

\*All values have been rounded up

From analysing parking occupancy on O’Connell Street and Barney Street the results suggest that parking in the surrounding streets will need to accommodate approximately 22 unrestricted spaces and 26 4P (8am-6pm, Mon-Fri except permit holder) spaces.

### Spare capacity in surrounding streets

A number of surrounding streets were analysed to identify spare parking capacity which could potentially accommodate the loss of parking on O’Connell Street and Barney Street. The average spare capacity from the occupancy rates at 06:00 and 22:00 on both surveyed days was calculated. This methodology was applied separately for unrestricted and 4P parking zones. The results of this are presented in Table 5 and Table 6. New Street and the south side of Dunlop Street are not included in the unrestricted parking analysis as one of the planned mitigation measures is to convert this parking to 4P (8am-6pm, Mon-Fri except permit holders) as part of the expansion of the Resident Parking Scheme by CoPC.

Table 5: O’Connell Street surrounding streets – Unrestricted parking spare capacity

Street name	Average spare occupancy	Parking zone capacity	Estimated available capacity*
Board Street (north side)	63%	4	2
Board Street (south side)	85%	5	4
O’Connell Street (north of Barney Street, east)	84%	20	16

Street name	Average spare occupancy	Parking zone capacity	Estimated available capacity*
O'Connell Street (north of Barney Street, west)	81%	36	29
Dunlop Street (west of O'Connell, northern side)	59%	11	6
Dunlop Street (O'Connell to Church Street, east)	25%	9	2
Dunlop Street (O'Connell to Church Street, west)	42%	12	5
Total			64

\*All values have been rounded down

Table 6: O'Connell Street surroundings streets – 4P parking spare capacity

Street name	Average spare occupancy	Parking zone capacity	Estimated available capacity*
Fleet Street (east)	43%	18	7
Fleet Street (west)	73%	20	14
Galloway Street (east)	22	34	7
Galloway Street (west)	26%	37	9
Total			37

\*All values have been rounded down

The results indicate that there is spare capacity in the surrounding streets to accommodate approximately 64 unrestricted and 37 4P spaces at times when residents would use these spaces. This exceeds the calculated parking occupancy required to accommodate the loss of parking on O'Connell Street and Barney Street (22 unrestricted and 26 4P spaces).

With regards to other parking restrictions on O'Connell Street, such as the 'No parking except Coaches' and 'Authorised vehicles only' zones, the data showed no instances where these parking zones were used on either of the surveyed days. This suggests that removing these parking zones would have no impact as no vehicles are currently using them. TfNSW have also engaged local businesses to understand their parking needs.

### 2.1.3.2 Main infrastructure works (Package 4)

#### Northern side of Factory Street

On the northern side of Factory Street there are three residential parking zones:

- New Street to O'Connell Street (Zone A) 10 unrestricted spaces;
- O'Connell Street to Galloway Street (Zone B) 10 unrestricted spaces; and
- Galloway Street to Church Street (Zone C) one unrestricted space.

Figure 13 and Figure 14 indicate the occupancy of these zones over the survey period on Thursday and Saturday.

Figure 13: Northern side of Factory Street parking zone occupancies – Thursday 7<sup>th</sup> February 2019

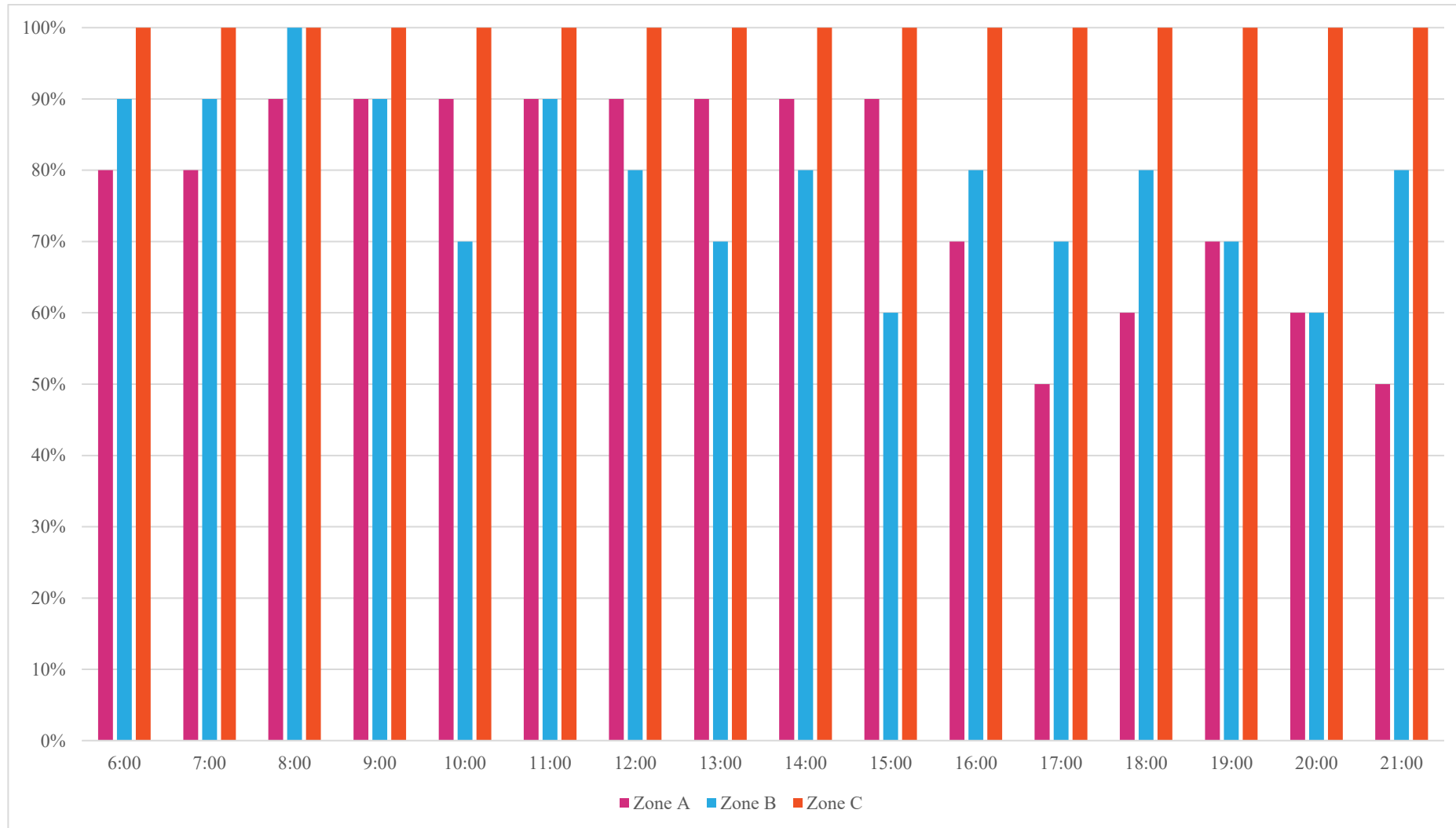
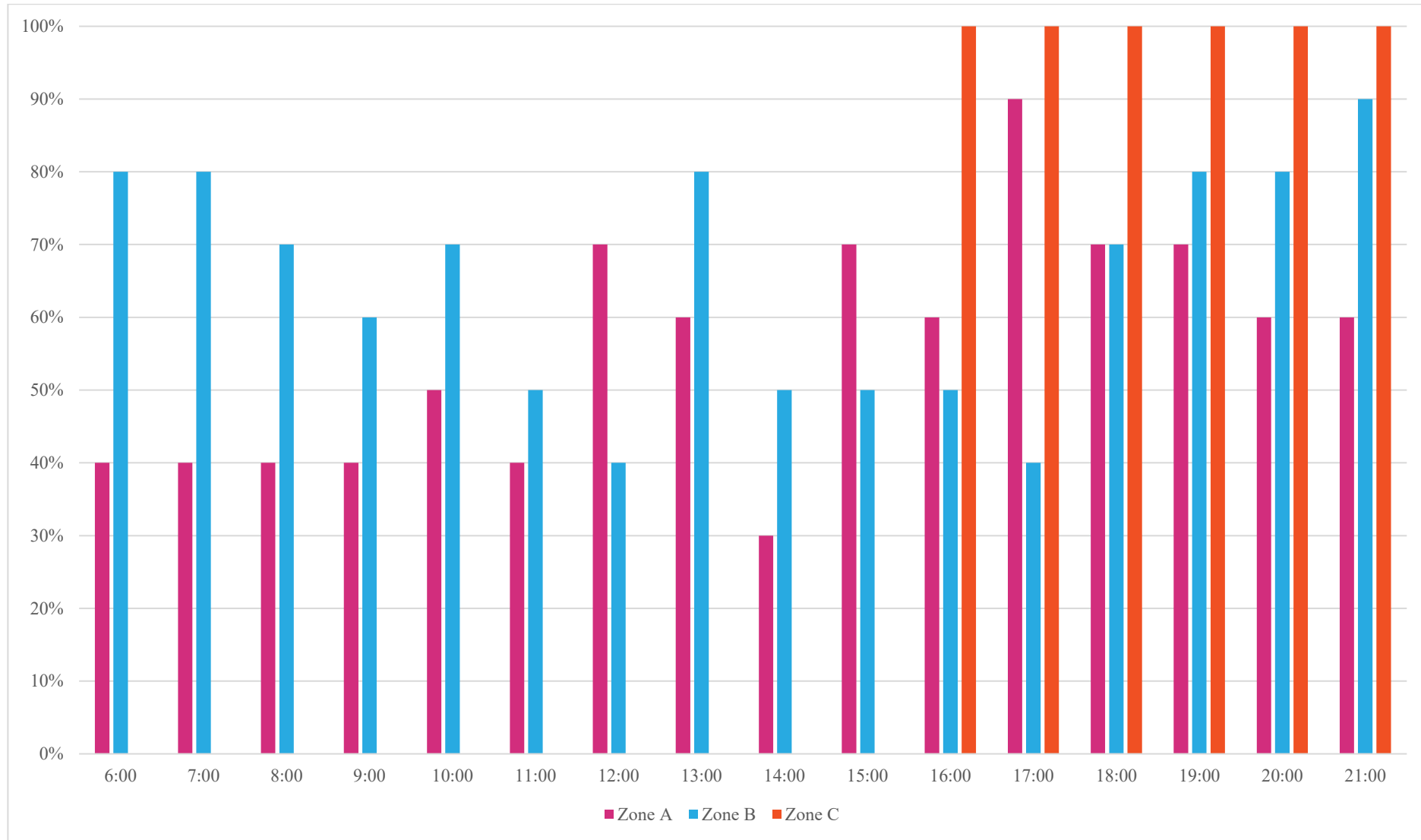


Figure 14: Northern side of Factory Street parking zone occupancies – Saturday 9<sup>th</sup> February 2019





All zones on the northern side of Factory Street show high occupancies throughout Thursday. The occupancies for Zones A and B decline in the evening between 16:00 and 21:00 with occupancies lowering to 50% and 60% respectively. Occupancy in Zone C is constantly higher due to the low capacity of this parking zone (one space).

On Sunday occupancies in Zones A and B are lower and fluctuate throughout the day. Zone A varies from 30-90% and Zone B from 40-90%. Zone C experiences a high occupancy in the evening however this is only triggered by one car parking in the zone so is not considered a significant trend. The differences between the Thursday and Saturday occupancies suggest that commuters are using spaces on Factory Street.

In an attempt to ascertain the residential parking requirement from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). This results of this are presented in Table 7.

Table 7: Northern side of factory Street – Residential parking requirement

Zone	Average occupancy	Parking zone capacity	Residential parking requirement*
A	58%	10	6
B	65%	10	7
C	50%	1	1

\*All values are rounded up

### Southern side of Factory Street

On the southern side of Factory Street there are two residential parking zones:

- New Street to O’Connell Street (Zone A) 10 unrestricted spaces; and
- O’Connell Street to Galloway Street (Zone B) 8 unrestricted spaces.

Figure 15 and Figure 16 indicate the occupancy of these zones over the survey period on Thursday and Saturday.

Figure 15: Southern side of Factory Street parking zone occupancies – Thursday 7<sup>th</sup> February 2019

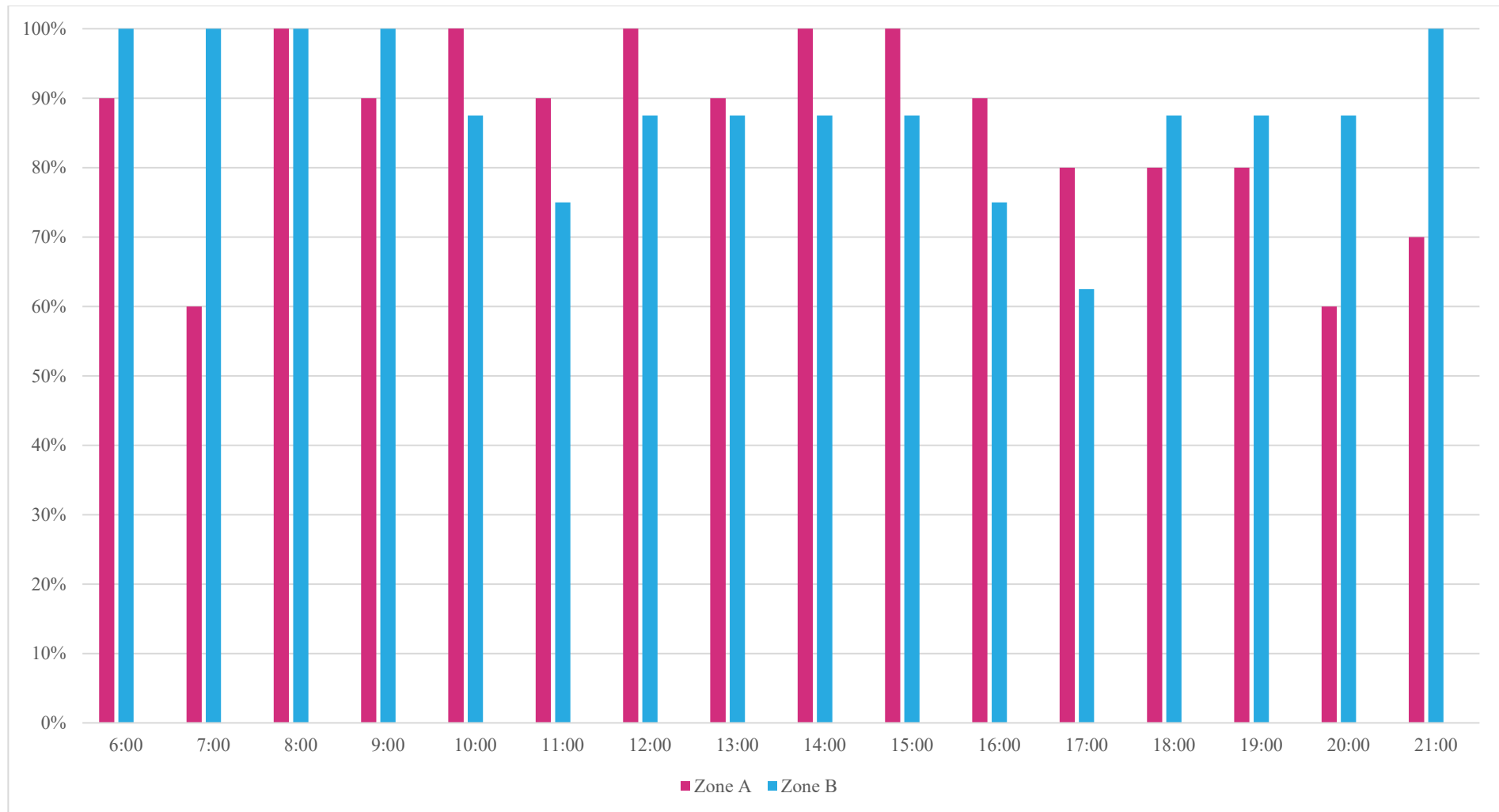
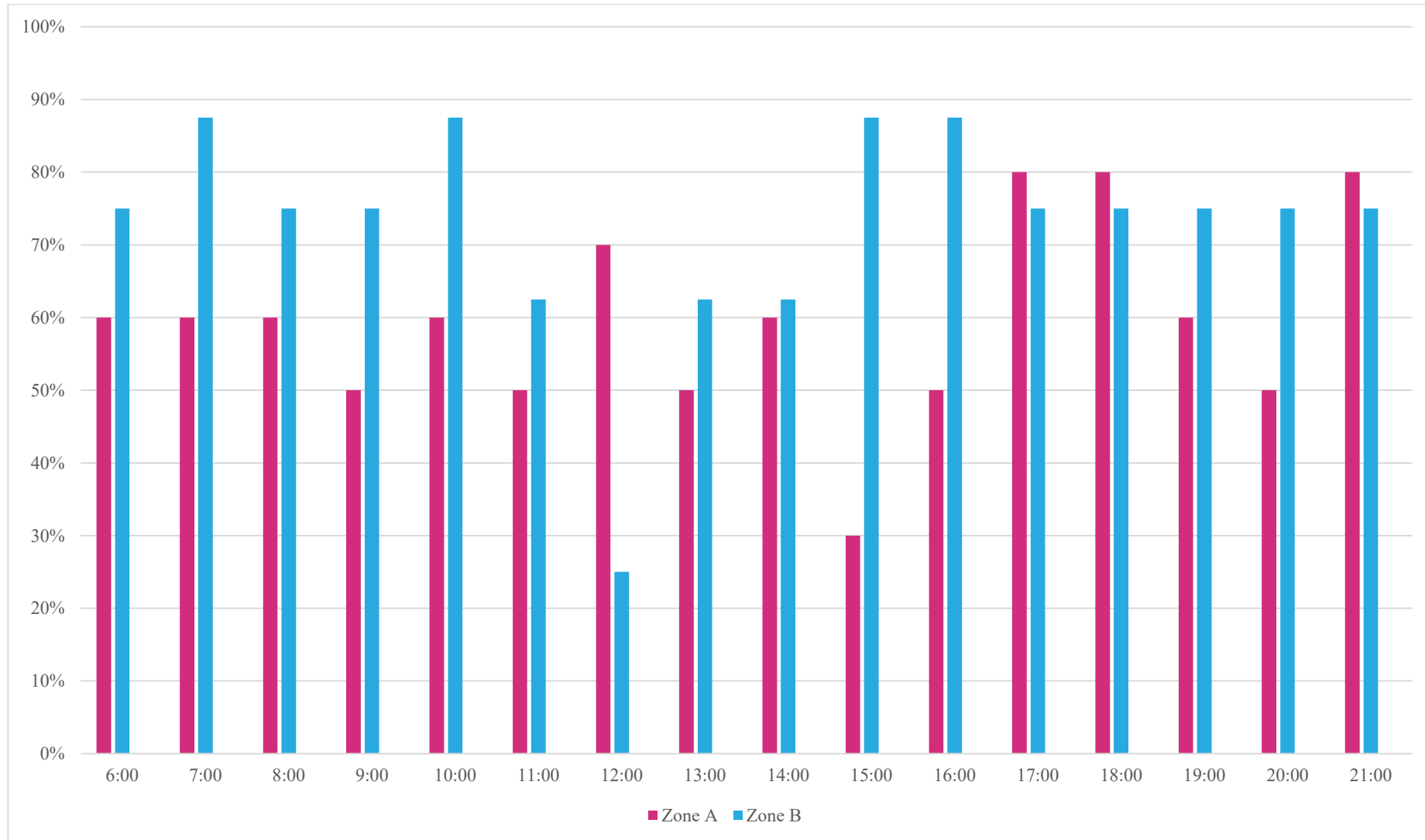


Figure 16: Southern side of Factory Street parking zone occupancies – Sunday 9<sup>th</sup> February 2019



Parking occupancies on the southern side of Factory Street are high throughout Thursday with a minor reduction in occupancy in the evening. Both zones range from 50-100%. On Sunday parking occupancies are lower in both zones. The trend on Sunday is for occupancy to decrease in the middle of the day. This suggests the spaces on the weekend are being used by residents who are making trips throughout the day.

In an attempt to ascertain the residential parking requirement from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). This results of this are presented in Table 7.

Table 8: Northern side of factory Street – Residential parking requirement

Zone	Average occupancy	Parking zone capacity	Residential parking requirement*
A	75%	10	8
B	69%	8	6

\*All values are rounded up

From analysing parking occupancy on Factory Street the results suggest that parking in the surrounding streets will need to accommodate approximately 28 unrestricted spaces.

When adding this requirement to the O’Connell Street Enabling works requirement this totals 50 unrestricted spaces and 26 4P spaces. Previous calculations of the spare residential parking occupancy on surrounding streets suggest these streets could accommodate the calculated requirement.

### Church Street

Due to the extent of bus lanes on the Church Street corridor, only 11 parking spaces will be affected by Package 4 works in North Parramatta precinct. Parking occupancy surveys of these spaces have been carried out and results will be reported in a future revision of this PMS.

## 2.1.4 Package 1 Impact and Mitigation

### 2.1.4.1 Impact

The O’Connell Street Enabling works (Package 1) are programmed to take place from February 2019 to January 2020.

Analysis of scheme indicates the permanent and long term loss of parking across O’Connell Street and Barney Street will be:

- 67 unrestricted spaces;
- 38 4P spaces (8am-6pm, Mon-Fri except resident permit holders);
- Two 1/2 hour parking spaces;
- Four ‘Authorised vehicle only’ spaces; and

- Two ‘No parking except coaches only’ spaces.

As part of the EIS, Table 6.9 of the OTTR predicted the off corridor parking loss in the North Parramatta precinct as:

- 138 unrestricted spaces;
- 40 4P spaces (8am-6pm, Mon-Fri except resident permit holders); and
- Two 1/2 hour parking spaces;

This indicates that design development of the O’Connell Street Enabling works (Package 1) since approval of the EIS has reduced the parking impact of the scheme.

### Timeline for removal of parking

In late February 2019 the roundabout at the Dunlop Street / O’Connell Street intersection, and the splitter islands at the Factory Street / O’Connell Street intersection, will be removed as part of the first stage of works. This will involve the temporary removal of 21 unrestricted, and two 4P spaces due to bus stop relocations on O’Connell Street south of Factory Street. The impacted parking spaces are marked on Figure 17. The spaces impacted on Dunlop Street and Factory Street will be reinstated once this stage of the works is complete.

Figure 17: Dunlop Street / O’Connell Street and Factory Street / O’Connell Street Enabling works parking impact – Stage 1



From February 2019 to June 2019 the western side of O’Connell Street between Barney Street and Albert Street will become a works area, reducing O’Connell Street to one lane in each direction. All parking zones along this section



O'Connell Street will be permanently removed long term as part of this arrangement. This includes:

- 57 unrestricted spaces;
- 38 4P spaces (8am-6pm, Mon-Fri except resident permit holders);
- Four 'Authorised vehicle only' spaces; and
- Two 'No parking except Coaches' spaces.

Two 1/2 hour parking spaces will also be permanently removed long term on O'Connell Street north of Barney Street. Figure 18 indicates the sections of parking which will be removed as part of this stage of works.

Figure 18: O'Connell Street (Barney Street to Albert Street) parking impact – Stage 2



From June 2019 to October 2019 the works area will be relocated to the eastern side of O'Connell Street however the parking impact will be the same as the previous stage of works. In addition to the impact on O'Connell Street, 10 unrestricted spaces on Barney Street will be permanently removed long term (two on the northern side of and eight on the southern side). Figure 19 shows the impact on Barney Street and the transition of the contractor works areas to the eastern side of O'Connell Street.

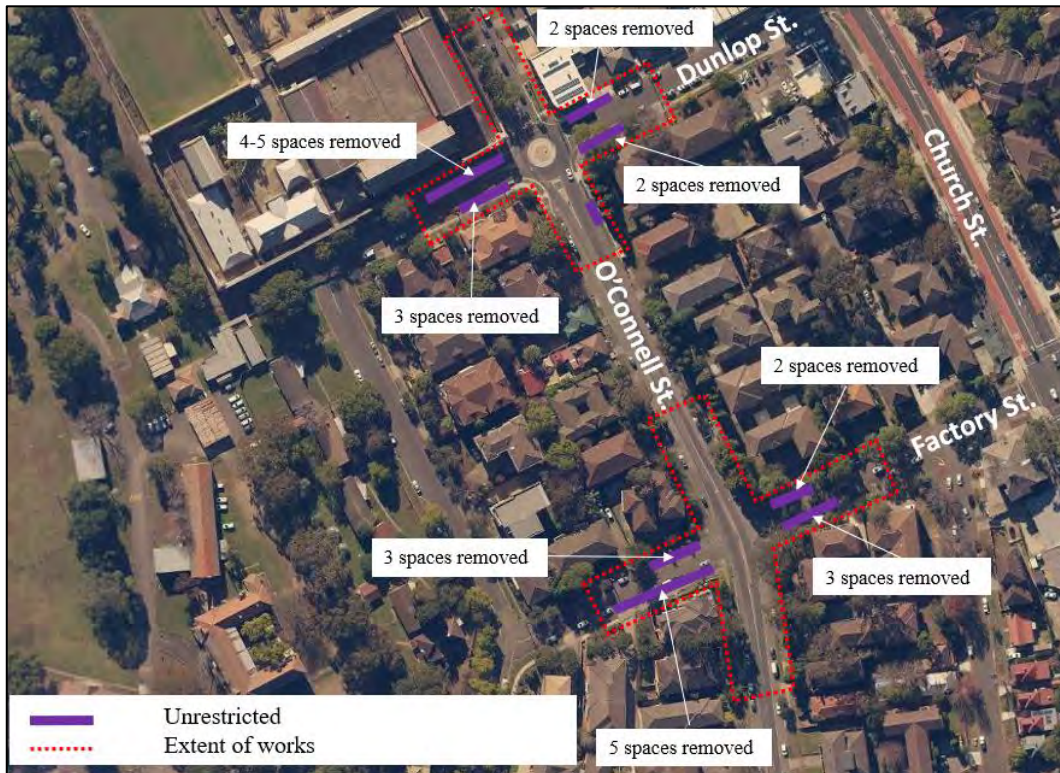
Figure 19: O’Connell Street Enabling works parking impact – Stage 3



In October 2019 the works at the Dunlop Street / O’Connell Street and Factory Street / O’Connell Street intersections will take place. This will temporarily remove a number of unrestricted spaces on Dunlop Street and O’Connell Street.



Figure 20: O’Connell Street Enabling works parking impact – Stage 4



At the beginning of December 2019, the temporary parking impacted relating to the intersection works will be reinstated.

### 2.1.4.2 Mitigation

From analysing the existing conditions, user needs and the impact of the proposed works, a mitigation strategy for the impacted parking has been developed. Where possible, alternatives to parking zones that have been removed are provided at revised locations. Mitigation measures were aligned with the approach outlined in the OTTR.

#### Capacity in surrounding streets

Analysis of the survey data suggested there are number of streets in the surrounding network which contain underutilised parking capacity. This equates to 41 unrestricted spaces and 37 4P (8am to 6pm, Mon-Fri except permit holders) spaces.

It should be noted that a number of these streets will also need to accommodate loss of parking relating to the main infrastructure works (Package 4). This holistic analysis will be presented in a future revision of this document.

#### Temporary reinstatement of parking and staging

From late February 2019, 57 unrestricted spaces, 38 4P (except permit holder), and two 1/2 hour spaces on O’Connell Street will be removed. To minimise the impact, the removal of parking will be staged during the construction works.



Where possible DWJV will temporarily re-allocate removed parking to residents once certain sections of the works are complete.

**Resident Parking Scheme catchment**

CoPC are proposing to expand the existing catchment of the Residential Parking Scheme to include New Street and the south side of Dunlop Street (west of Church Street). This will mitigate the permanent long term removal of 38 4P (except permit holder) spaces on O’Connell Street and the parking being removed from Factory Street as part of the main infrastructure works (Package 4). This would involve reallocating kerbside parking from unrestricted to 4P (8am-6pm, Mon-Fri except permit holder) spaces providing an additional 48 spaces within the Resident Parking Scheme. The locations of the removed and extended resident parking are presented in Figure 21. The area in which households can apply for resident parking will also be expanded.

Figure 21: Expanded Resident Parking Scheme catchment



CoPC issued a letter to residents on 31<sup>st</sup> January providing details of the expansion and how to apply for permits with the aim to submit a proposal to the Local Traffic Committee in March. The letter is presented in **Appendix A**.

**‘No Stopping’ restriction**

To ascertain a suitable time for a ‘No Stopping’ restriction to be applied on O’Connell Street a traffic modelling exercise using SIDRA was undertaken. SCATS data from O’Connell Street and Church Street was provided by SCO. The flows from Church Street were reassigned to O’Connell Street to replicate expected flows once Church Street is closed to general traffic in 2022. The

existing SCAT flows were then uplifted to 2022 by interpolating between the existing flows and flows from SIDRA models for 2026 previously produced by WSP.

These flows were then input into the 2026 SIDRA models and the results were analysed. To identify times when the second lane on O'Connell Street was not required to store traffic i.e. the 'No Stopping' restriction was not required. Analysis of the 95<sup>th</sup> percentile queue lengths on O'Connell Street and Barney Street for the following intersections was undertaken:

- Church Street / Barney Street;
- O'Connell Street / Dunlop Street; and
- O'Connell Street / Albert Street.

The intersection of O'Connell Street / Barney Street was assessed however queuing in all scenarios was negligible, so the results are not presented in this report.

The 95% percentile queues for the various scenarios is presented in Table 9, Table 10 and Table 11.

Table 9: 2022 SIDRA modelling – Church Street / Barney Street 95<sup>th</sup> percentile queues

Approach lane	Block length (m)	Queue length (m)			
		Weekday 06:00 – 07:00	Weekday 18:00 – 19:00	Weekday 18:00 – 19:00	Weekday 20:00-21:00
West Barney Street L2	111	27	67	40	30

Table 10: 2022 SIDRA modelling – O'Connell Street / Dunlop Street 95<sup>th</sup> percentile queues

Approach lane	Block length (m)	Queue length (m)			
		Weekday 06:00 – 07:00	Weekday 18:00 – 19:00	Weekday 18:00 – 19:00	Weekday 20:00-21:00
North O'Connell L2	198	46	108	55	38
North O'Connell T1	198	46	108	55	38
North O'Connell R2	198	39	81	49	36
South O'Connell L2	165	54	53	30	18
South O'Connell T1	165	55	71	51	43

Table 11: 2022 SIDRA modelling – O’Connell Street / Albert Street 95<sup>th</sup> percentile queues

Approach lane	Block length (m)	Queue length (m)			
		Weekday 06:00 – 07:00	Weekday 18:00 – 19:00	Weekday 19:00 – 20:00	Weekday 20:00-21:00
North O’Connell L2	255	60	111	68	49
North O’Connell T1	255	84	111	68	49
South O’Connell L2	110	22	16	8	6
South O’Connell T1	110	24	33	16	12
South O’Connell R2	110	0	0	0	0

The tables show the time periods that were analysed to confirm whether 2 lanes in each direction were required to accommodate the estimated queue lengths. This indicates that in the 06:00-07:00 and 18:00-19:00 time periods queues are large enough to warrant the ‘No stopping’ restriction at certain intersections.

From this analysis the decision was made to implement the ‘No stopping’ restriction from 06:00-19:00 Monday to Friday, so residents can park on the street in the evenings and at the weekend. This aligns with the timings for other clearways currently operated by RMS within the Parramatta road network.

### Reconfiguration of surrounding streets

There is potential to investigate implementing angled parking on Fleet Street (south of Factory Street) to increase parking capacity in the area. This area is outside current planning approvals for this works and would require either separate planning approval or a Review of Environmental Factors (REF), due to the loss of mature trees.

### Construction worker parking

DWJV will design all works areas to accommodate any construction vehicles which they require for the works. It will not be acceptable to park these vehicles in parking on the surrounding streets.

DWJV will implement several strategies to minimise the number of DWJV staff and contractors driving to and from the O’Connell Street Enabling works. They will be informed of the parking restrictions in the vicinity of the works. Strategies to promote this will be effective include instructing workers to choose either of these options:

- Use public transport to and from the works or active travel; and
- Carpool or ride sharing and park private vehicles in off street car parks.

These efforts will be made with the aim of leaving as many parking spaces as possible for residents, businesses and visitors when the removal of parking occurs.

Parramatta Station and bus interchange are approximately 2km from the works area, and the free Parramatta shuttle 900 route, which runs every 10 minutes, travels along Grose Street close to the southern end of the O'Connell Street works.

### **2.1.5 Package 2 (Activity B) Impact and Mitigation**

There are no impacts to parking greater than three months for this Package of work.

### **2.1.6 Package 2 (Activity C) Impact and Mitigation**

There are no impacts to parking greater than three months for this Package of work.

### **2.1.7 Package 4 impact and mitigation**

Parking impacts associated with Package 4 are included in Volume 2.

### **2.1.8 Package 5**

Parking impacts associated with operation (package 5) would be included in Volume 3 if required.

## 2.2 Westmead Precinct

### 2.2.1 Summary of works

The works in the Westmead Precinct will involve three work packages:

- Package 2 (Activity A): Hawkesbury Road Widening Contract; and
- Package 4: Infrastructure Contract; and
- Package 5: SOM Contract.

The Hawkesbury Road Widening works (Package 2: Activity A) (located between Darcy Road and Jessie Street) will be carried out prior to the Main Infrastructure Works (Package 4) for PLR.

These works are necessary due to the identified potential conflicts between the PLR works and the planned NSW Health development adjacent to Hawkesbury Road, within the Westmead Hospital Property Boundary. The Hawkesbury Road Widening works includes services relocations, new road and footpath construction on the western side of Hawkesbury Road, with a provision of a retention piled wall with a cantilevered footpath that caters for the proposed National Particle Therapy Research Centre development. By providing the widening of the western side of Hawkesbury Road, the disruptions on Hawkesbury Road during the main PLR works would be minimised.

Following the Hawkesbury Road Widening works the main infrastructure contractor to implement Package 4. These works involve the construction of the light rail from the terminus outside Westmead station, stop at Westmead Hospital and Children's Hospital and onwards to the Cumberland Precinct (see Section 2.1 of this PMS document). Ancillary infrastructure works such as changes to the intersections at Hawkesbury Road/ Darcy Road and Hainsworth Street / Bridge Road will also be constructed.

### 2.2.2 Existing conditions

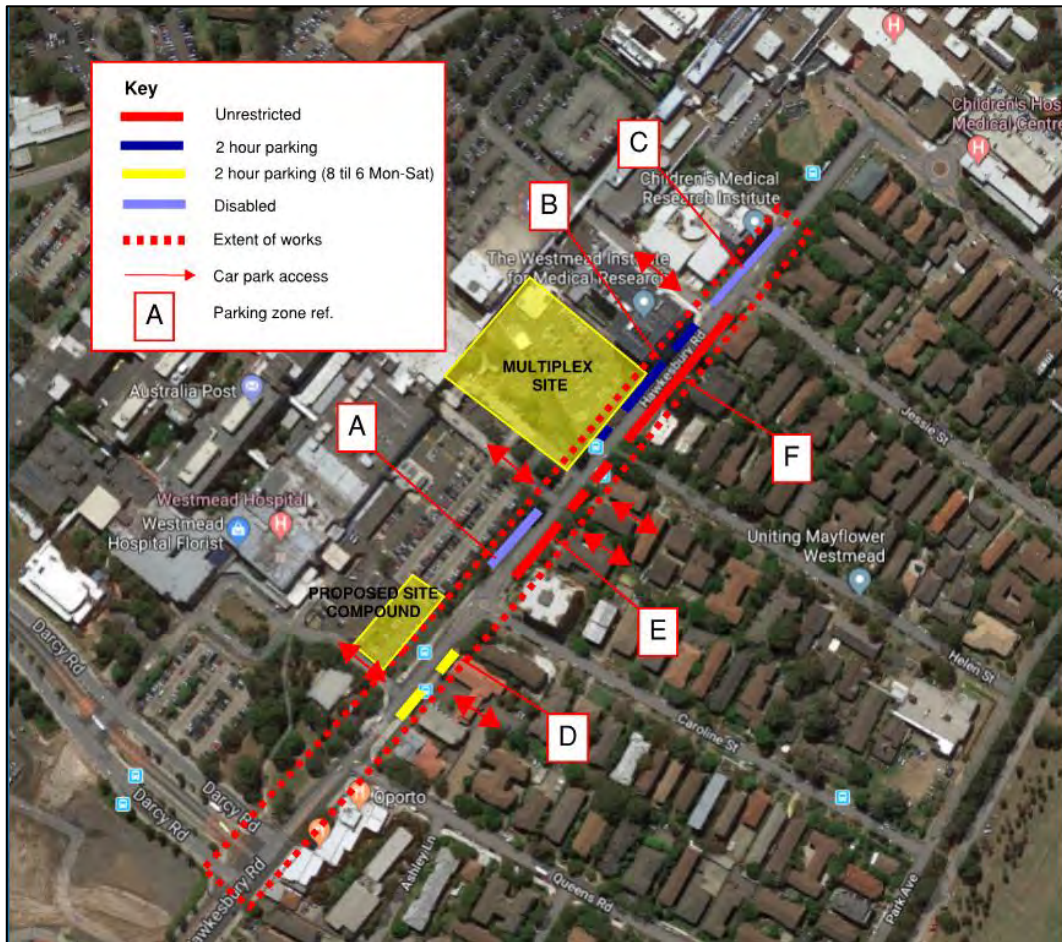
This section focuses on the existing parking zones that will be directly impacted by the various PLR packages of works in the Westmead precinct.

#### 2.2.2.1 Hawkesbury Road Widening works (Package 2: Activity A)

The extent of the Hawkesbury Road Widening works are between the intersections of Darcy Road and Jessie Street. There are several parking zones along both sides of this section of road, as well as accesses to hospital, residential and business car parks. The extent of the works, all parking zones, car parks and residential vehicular accesses are presented on Figure 22. The Multiplex construction site where further redevelopment of Westmead Hospital is taking place is also marked on the plan, these construction works will continue alongside the Hawkesbury Road Widening works.



Figure 22: Hawkesbury Road Widening works extent and parking zones



The following restrictions apply to the various parking zones within the extent of the works:

- Unrestricted - 30 spaces;
- Disabled parking only - 11 spaces;
- 2P parking - 6 spaces;
- 2P (8am-6pm, Mon-Sat) parking - 10 spaces; and
- No Stopping.

To accommodate the site access for the Multiplex development, a small section of 2P parking has already been suspended.

**Main infrastructure works (Package 4)**

Further detail on the existing parking arrangements affected by the Package 4 works is included in Volume 2.

## 2.2.3 Parking surveys

For the Westmead precinct parking occupancy surveys were undertaken from 06:00 to 22:00 on 22<sup>nd</sup> and 24<sup>th</sup> November 2018 and the 7<sup>th</sup> and 9<sup>th</sup> February 2019. This section outlines parking occupancies on streets directly impacted by PLR and highlights available capacity in the surrounding area. Raw data from the survey is presented in **Appendix B**.

### 2.2.3.1 Hawkesbury Road Widening (Package 2: Activity A)

The aim of the parking mitigation measures for Hawkesbury Road is to ensure alternatives are provided for the impacted disabled parking, to avoid detrimentally impacting on the accessibility of mobility impaired users to Westmead Hospital. Impacts on the availability of parking on the side streets to Hawkesbury Road will also be considered.

#### Western side of Hawkesbury Road parking zones

The three parking zones on the western side of Hawkesbury Road affected by the works have the following capacities:

- Disabled parking outside Westmead Hospital (Zone A) – 4 spaces;
- 2P parking outside Westmead Institute (Zone B) – 10 spaces; and
- Disabled parking outside Children’s Hospital (Zone C) – 7 spaces.

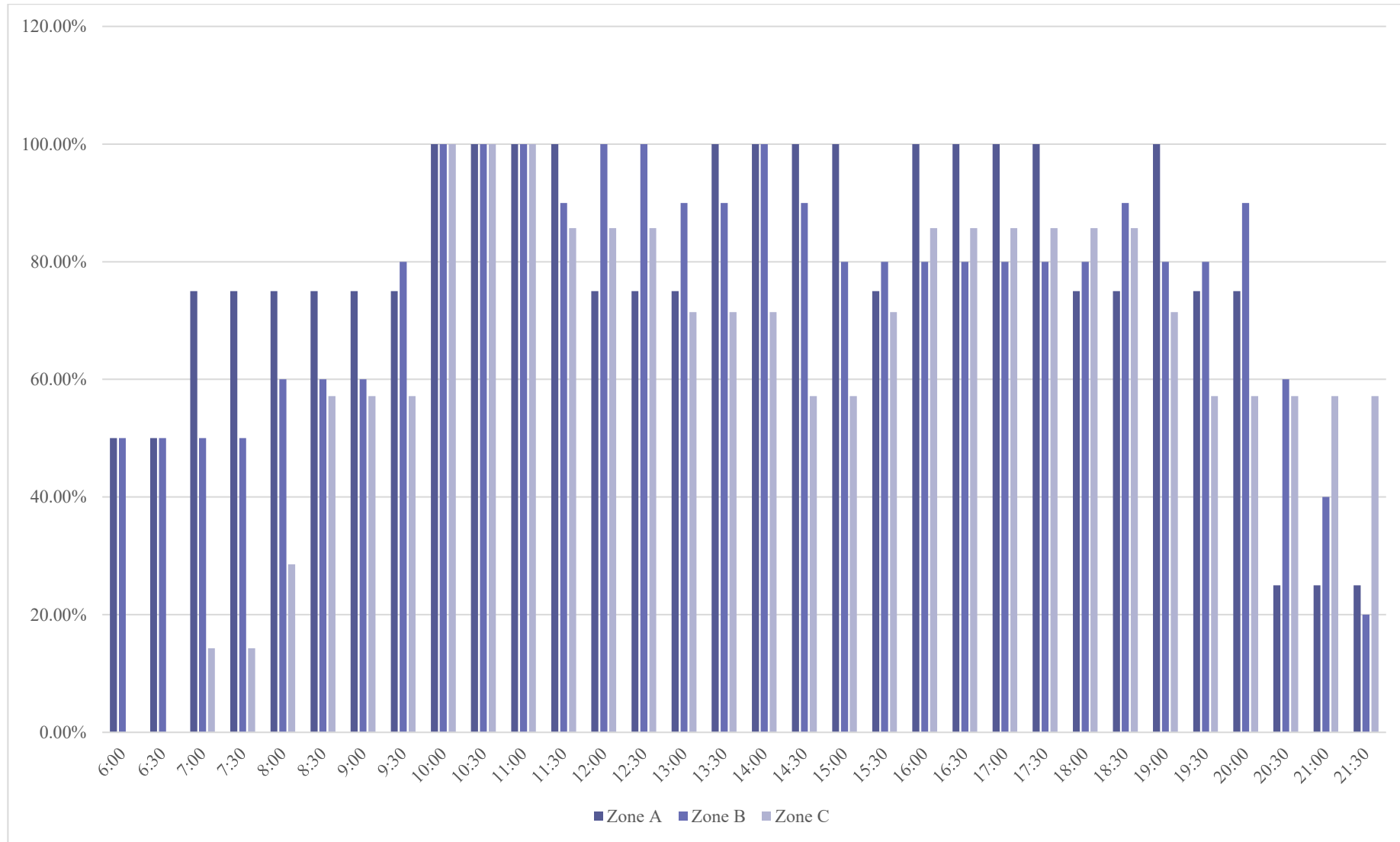
Figure 23 and Figure 24 indicate the occupancy of these zones over the surveyed periods.

Figure 23: Western side of Hawkesbury Road Parking zone occupancies – Thursday 22<sup>nd</sup> November 2018





Figure 24: Western side of Hawkesbury Road Parking zone occupancies – Saturday 24<sup>th</sup> November 2018



Zone A experiences high average occupancies on both days (80% and 79%). The occupancy results indicate that Zone B experiences lower average occupancy levels on Thursday, but similar to Zone A on Saturday (70% and 76% respectively). Zone C experiences a high average occupancy on Thursday, but lower average occupancy on Saturday (93% and 64% respectively). This suggests demand for mobility impaired users may be higher on weekdays.

In all cases occupancy is lower at the start and end of the surveyed period. This is in line with expected usage. This is particularly true for the disabled parking zones which require Accessible Parking Permits and thus cannot be used by residents or visitors overnight.

Several departures from the parking restrictions were observed on the western side of Hawkesbury Road. This included parking in 'No Stopping' zones and parking in a Disabled zone without a permit. In some cases, this has caused the occupancy percentage in Figure 23 to be higher than 100%.

### **Eastern side of Hawkesbury Road parking zones**

The three parking zones on the eastern side of Hawkesbury Road affected by the works have the following capacities:

- 2P (8am-6pm, Mon-Sat) parking opposite Westmead E&D (Zone D) – 6 spaces;
- Unrestricted opposite Westmead Hospital (Zone E) – 10 spaces; and
- Unrestricted opposite Westmead Institute (Zone F) – 20 spaces.

Figure 25 and Figure 26 indicate the occupancy of these zones over the surveyed periods.

Figure 25: Eastern side of Hawkesbury Road Parking Zone occupancies – Thursday 22<sup>nd</sup> November 2018

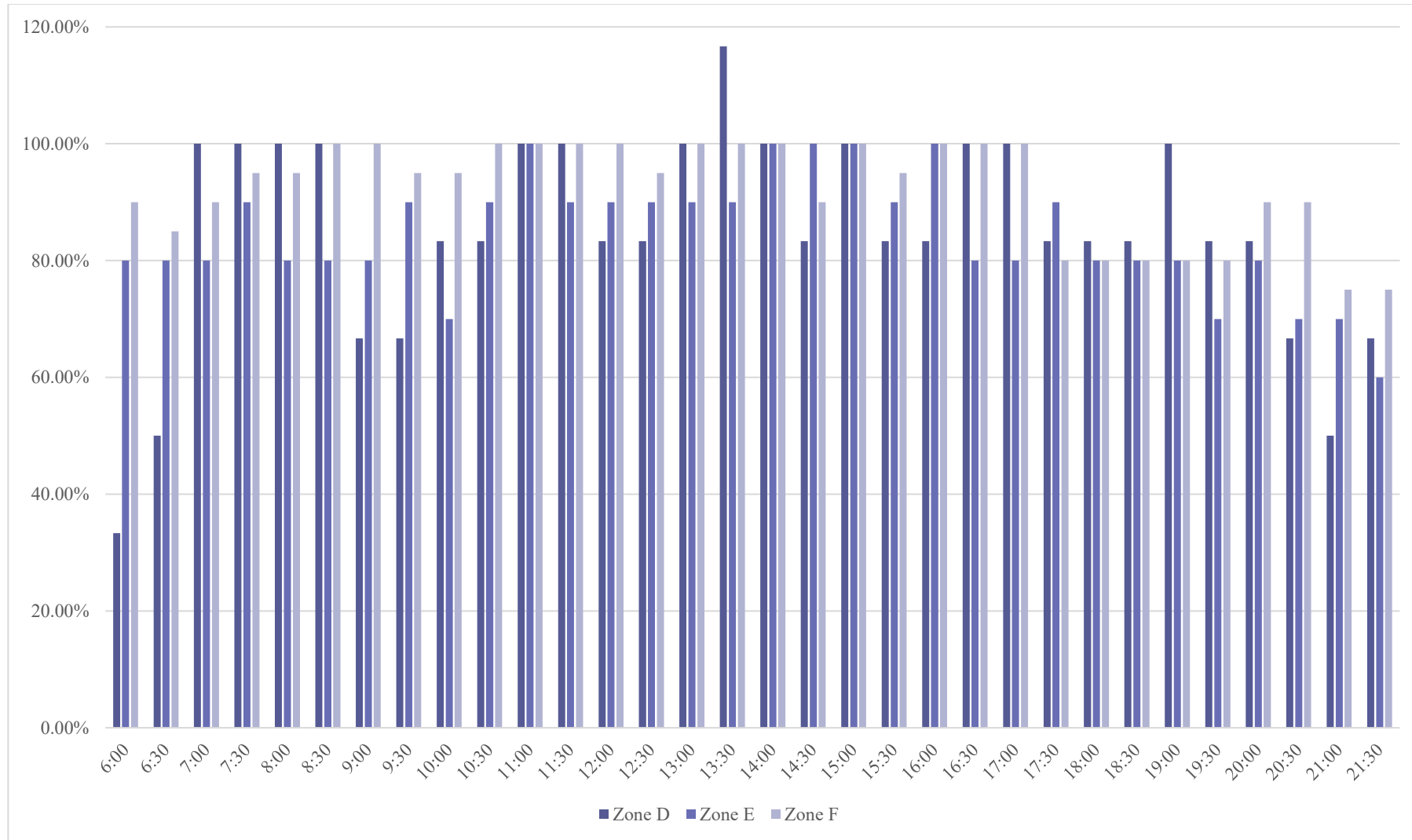
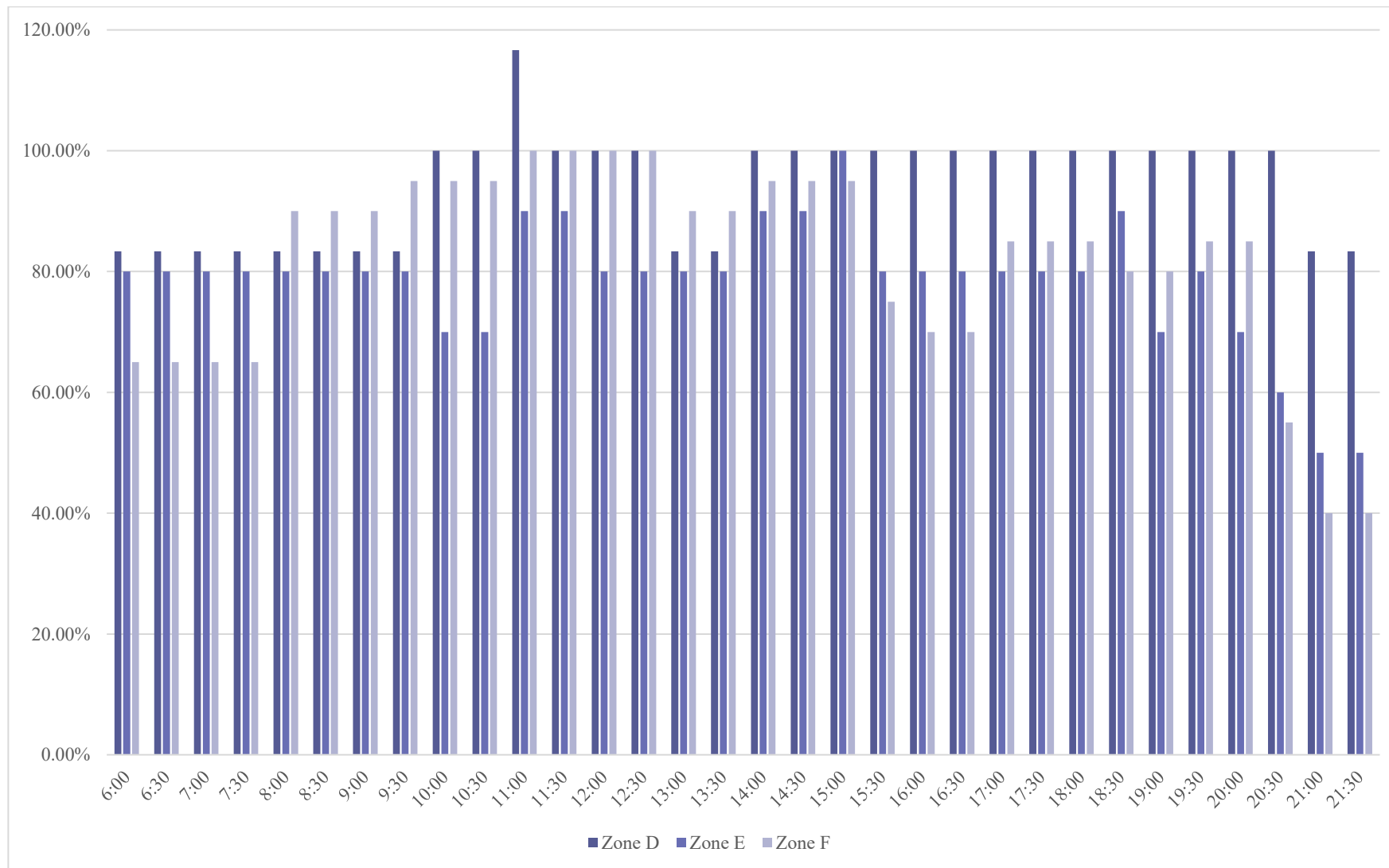


Figure 26: Eastern side of Hawkesbury Road Parking Zone occupancies – Saturday 24<sup>th</sup> November 2018



The occupancy results indicate that Zone D experiences higher average occupancy levels on Saturday than Thursday (85% and 94% respectively). By comparison Zone E experiences similar occupancy on both days (84% and 78%) and Zone F experiences a high average occupancy on Thursday, but lower average occupancy on Saturday (92% and 82% respectively).

Unrestricted Zones E and F see less of a decrease in occupancy at the start and end of the day. These zones can accommodate overnight parking and are located outside residential properties.

A number of parking restriction departures were observed on the eastern side of Hawkesbury Road during the surveys including cars parking in bus zones. In some cases, this has generated occupancies higher than 100%.

The results from the parking surveys indicate that all parking zones on Hawkesbury Road are well used. The PMS should aim to provide replacement parking for any zones suspended as part of the works, where reasonably practicable.

### Spare capacity in surrounding streets

Parking occupancy data was also collected for other streets in the Westmead precinct on 7<sup>th</sup> and 9<sup>th</sup> February 2019.

In an attempt to ascertain the spare residential parking capacity from the data, an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00, Saturday at 06:00 and 21:00). The average spare capacity from the occupancy rates for the 2P (except permit holders) parking zones, on both surveyed days was calculated. The results of this are presented in Table 12.

Table 12: Hawkesbury Road surrounding streets – 2P (except permit holders) spare capacity

Street name	Average spare occupancy (%)	Parking zone capacity	Estimated available capacity*
Jessie Street (south side)	45	34	15
Helen Street (south side)	45	31	13
Caroline Street (south side)	53	35	18
Queens Road (north side)	20	24	4
Queens Road (south side)	23	28	6
Total			56

\*All values have been rounded down

The results indicate approximately 56 spaces are available at times when they would be used by residents. This calculation suggests that any loss of parking used by residents on Hawkesbury Road could potentially be accommodated within parking zones on the surrounding streets.

## 2.2.4 Package 2: Activity A impact and mitigation

### 2.2.4.1 Impact

The current programme for the Hawkesbury Road Widening works (Package 2: Activity A) will run from May 2019 to May 2020.

The following parking will be permanently removed from Hawkesbury Road as part of the scheme:

- 30 unrestricted spaces;
- 11 disabled parking only spaces;
- 10 2P parking spaces; and
- 6 2P (8am-6pm, Mon-Sat) parking spaces.

As part of the EIS, Table 6.3 of the OTTR which outlines the on corridor parking impact in the Westmead precinct indicated the same reduction in parking and the mitigation measures proposed align with the measures outlined later in this report.

#### **Timeline for removal**

Due to the proposed Hawkesbury Road Widening works (Package 2: Activity A), parking zones will be suspended on both sides of the carriageway throughout the duration of the works. None of the parking suspended as part of this package of works will be reinstated on Hawkesbury Road at the end of the programme.

### 2.2.4.2 Mitigation

From analysing the existing conditions, user needs, and the impact of the proposed works, a strategy for the re-provision of the various parking zones has been developed. The strategy prioritises the implementation of suitable alternative parking for disabled users accessing the Hospital. Mitigation measures were aligned with the approach outlined in the OTTR where possible.

#### **Spare capacity in surrounding streets**

Calculations undertaken to ascertain the spare capacity for residential parking in the streets surrounding Hawkesbury Road suggests 56 2P (except permit holder) spaces are available. The total number of spaces being removed from Hawkesbury Road that could be used by residents is 36 spaces (30 unrestricted, 6 2P (8am-6pm, Mon-Sat)). This indicates the loss of residential parking on Hawkesbury Road can be accommodated in the 2P (except permit holder) parking in the surrounding streets.

Community engagement surveys indicated that residents believed parking in the Westmead precinct was also being used by Westmead Hospital staff. Unrestricted parking on the north sides of Caroline Street, Helen Street and Jessie Street will remain which could be used by Westmead Hospital staff. However, there are other options available to Westmead Hospital staff such as parking within the Westmead Campus and public transport. PLR will monitor the impact of the

Hawkesbury Road Widening works on the surrounding streets to identify any unforeseen or detrimental impacts to residents.

### Disabled parking

There are two sections of disabled parking on the western side of Hawkesbury Road (Zones A and C). Four spaces are located east of the intersection with Caroline Street outside the Westmead Hospital Car Park 4 (Zone A). Due to utility works required in this zone the spaces will be relocated to Helen Street removing existing unrestricted parking. The spaces were chosen to be relocated to Helen Street as this aligns with the end state provision (Package 4). FCC will ensure that the footpaths and kerbside at the revised location is suitable for mobility impaired users (DDA). Improvements will be implemented where required. A temporary zebra crossing will also be provided on Hawkesbury Road, north of Helen Street, to aid mobility impaired users accessing Westmead Hospital. These mitigation measures will be applied for the duration of the works.

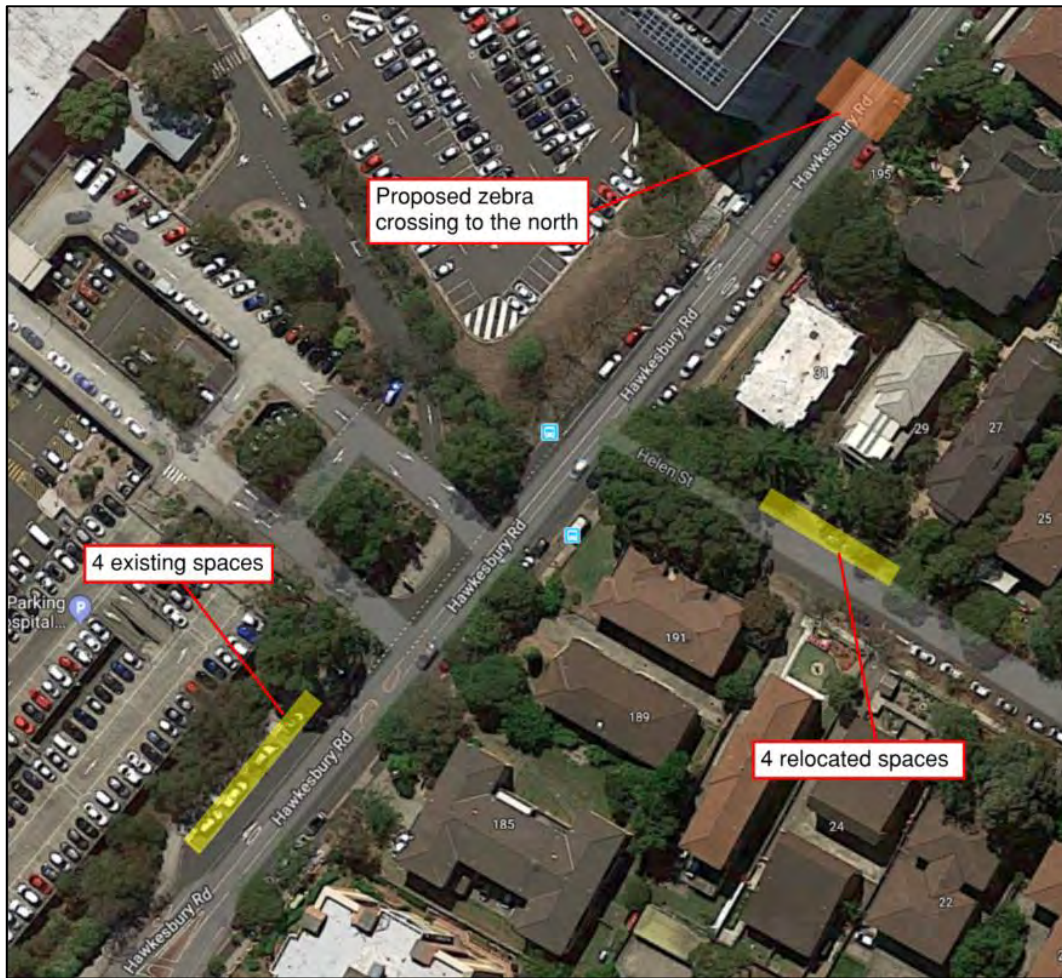
Walk distances will be affected by the relocation of the Zone A spaces, this is detailed in Table 13.

Table 13: Parking Zone A – Walk distance impact

Destination	Walking distance (m)	
	Existing	After relocation
Westmead E&D access	110	310
University clinic	20	200
WIMR	140	115

The locations of the existing and relocated parking zones and proposed zebra crossing are presented on Figure 27.

Figure 27: Zone A (four disabled bays) relocation



Seven disabled spaces are located outside the Children’s Medical Research Institute (Zone C). These spaces will be impacted for the duration of the works. All these spaces will be relocated to the southern side of Jessie Street, replacing 2-hour parking (Mon-Fri, 8am-6pm). The 2-hour parking will be relocated to the northern side of the road, replacing unrestricted parking. As previously mentioned, to assist mobility impaired users, a DDA compliant zebra crossing will be provided in front of the WIMR. These mitigation measures will be applied for the duration of the works. The relocation of these spaces will impact the walking distance for mobility impaired users to a number of locations. The difference between existing and proposed walk distances is presented in Table 14.

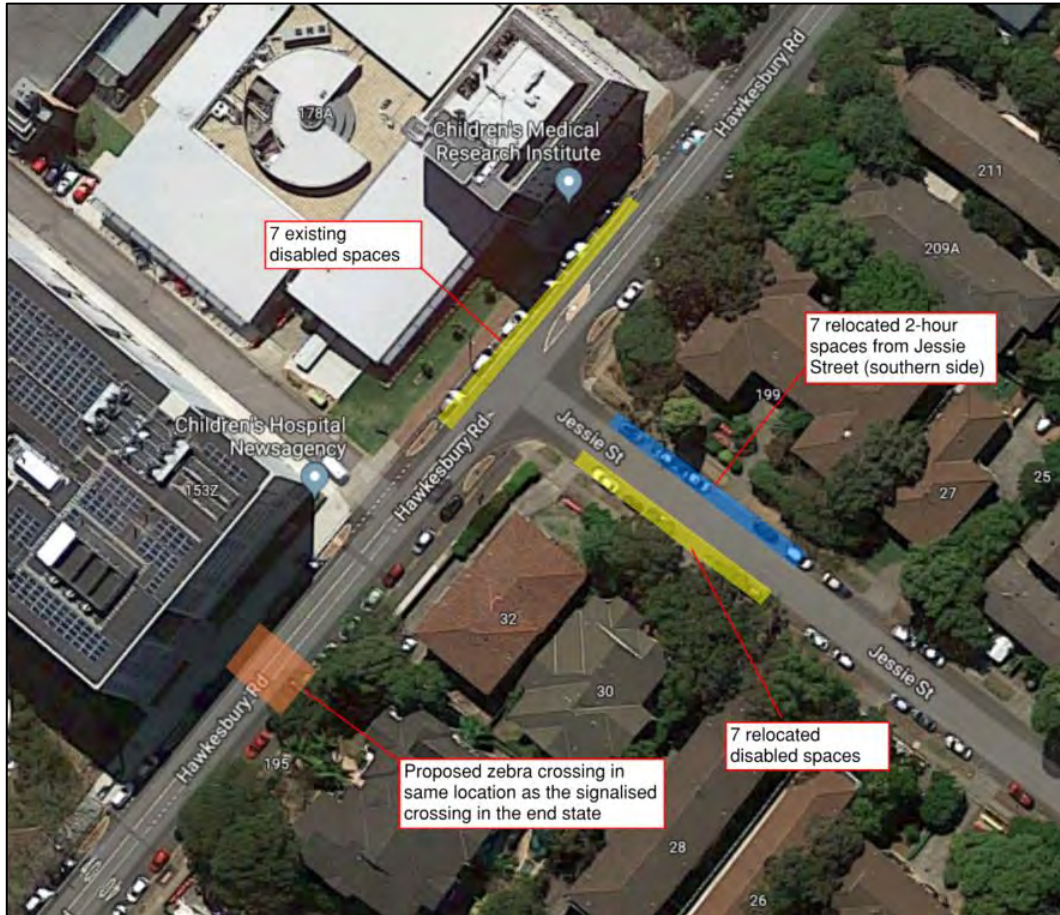
Table 14: Parking Zone C – Walk distance impact

Destination	Walking distance (m)	
	Existing	After relocation
Westmead E&D access	320	410
University clinic	180	190
WIMR	50	90



The locations of the existing zone, relocated parking and temporary zebra crossing location are presented on Figure 28.

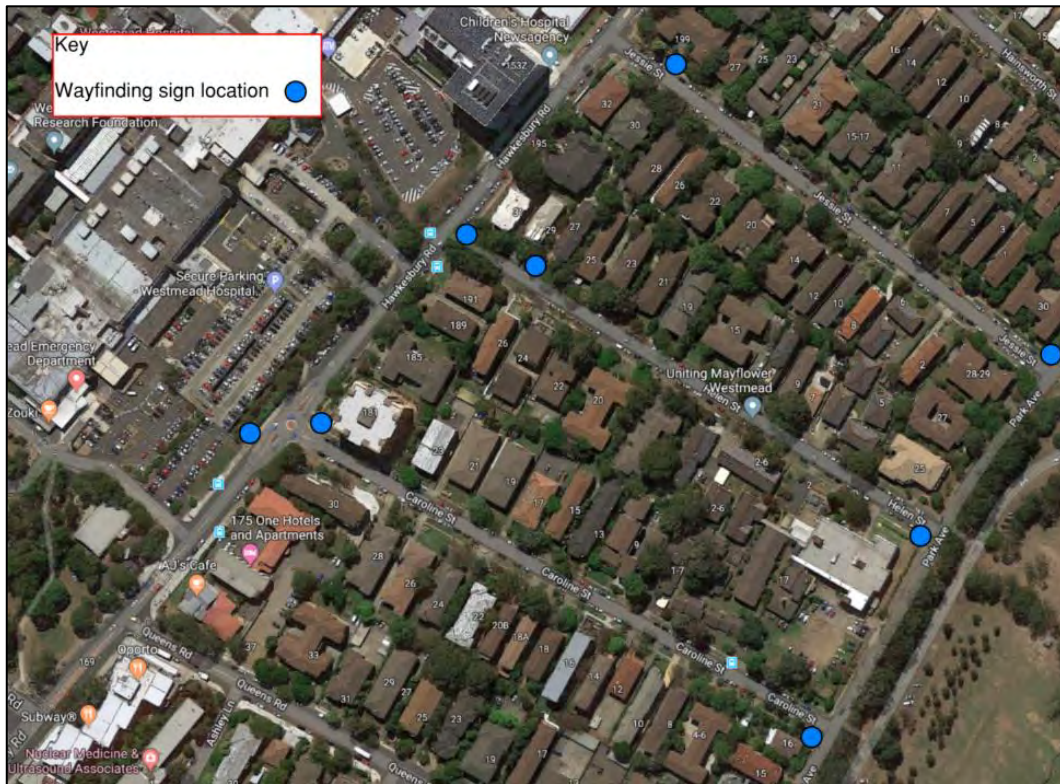
Figure 28: Zone C (Seven disabled bays) relocation



To ensure users of the disabled spaces are informed of the relocation of these spaces, signage will be implemented on lamp posts adjacent to the existing parking zones one month prior to the relocation. An example of this is to be provided by TfNSW. This signage will be jointly developed by the PLR project team and the SCO.

Once works have begun, wayfinding signage will be implemented on Hawkesbury Road, Jessie Street, Caroline Street, Park Avenue and Helen Street to direct users to the new locations. Potential locations where wayfinding signs could be located are outlined on Figure 29

Figure 29: Wayfinding sign locations



It is understood that relocating the disabled spaces to the eastern side of Hawkesbury Road will impact the accessibility of mobility impaired users whose destination is Westmead Hospital. A survey was conducted by TfNSW in January 2019 to ascertain the end trip destination of users of these bays, further details of this are outlined in Section 4.

Westmead Hospital have been consulted (refer to the Consultation Log in **Appendix C**) and are considering providing increased disabled spaces in Westmead Hospital Car Park 4 for the duration of the works. This would be implemented by Westmead Hospital separate to the Hawkesbury Road Widening works.

## 2-hour parking

Sixteen 2-hour car parking spaces are located within the extent of the works. All of these will need to be suspended for the duration of the works. To mitigate this loss, the sixteen spaces are proposed to be provided along the north sides of Caroline Street, Helen Street and Jessie Street. This will require the removal of unrestricted parking on these streets. On Jessie Street and Helen Street the spaces will be provided south east of the disabled spaces which are being relocated to these streets. This mitigation measure is consistent with the approach in the OTTR. These relocated spaces will be provided throughout the duration of the works and aligns with the end state provision. Figure 30 demonstrates how the sixteen spaces will be provided on these streets, with six on Caroline Street, and five on Helen Street and Jessie Street respectively.



Figure 30: 2-hour replacement parking locations



The additional walking distance for parking on Helen Street is 200m, and 300m on Caroline Street and Jessie Street. All users will be able to use the proposed zebra crossing north of Helen Street.

All the 2-hour replacement parking zones will be 2-hour parking from 8am to 6pm. This will allow the spaces to be used for longer periods at off-peak times and overnight, reducing the impact on residential parking. Westmead Area 03 permit holders will be able to park in these zones at any time without restriction.

**Unrestricted parking**

Thirty unrestricted parking spaces are provided along the eastern side of Hawkesbury Road the extent of the works. All these spaces will be suspended for the full duration of the works and will be removed as part of the end state scheme. In alignment with the OTTR, no spaces will be provided to mitigate this loss on surrounding streets. Drivers will be expected to use available vacancies in the area. Given the high occupancy of spaces on surrounding streets, additional walking distances could be up to 500m. When PLR is operational, the removal of unrestricted parking is seen as a demand management measure. This will encourage mode shift away from private vehicles.

Further information on impact to Caroline Street, Helen Street and Jessie Street to be provided following parking surveys of these streets undertaken in February 2019. The document will be updated accordingly following these surveys.

### Hospital off-street car parking

The proposed site compound for the Hawkesbury Road Widening works is located within Westmead Hospital Car Park 4 which is accessible to the public and parking charges apply. The area affected is presented on Figure 31 (overleaf) with the site compound extents marked in yellow.

Figure 31: Hawkesbury Road Widening site compound impact



The site compound will displace 35 car parking spaces for the duration of the works. This impact has been communicated to Westmead Hospital and they have confirmed that no mitigation measures will be required for these spaces. A letter of agreement from Westmead Hospital is included in **Appendix A**. It should be noted that this site compound will also impact one of the roof exits from Westmead Hospital Car Park 4. All vehicles using the Car Park 4 roof will have to use the internal ramps within the car park to exit. Appropriate signage will be implemented to ensure users are aware the alternative roof exit is closed.

### Acacia House

The Acacia House car park will also be impacted by the Hawkesbury Road Widening works as it is situated in the planned location for a works area. This is authorised staff parking only used to access to Acacia House. Six parking spaces will be suspended throughout the duration of the works. This impact has been



agreed with Westmead Hospital and a letter of agreement confirming this is presented in **Appendix A**.

All other car parks are unaffected, and accesses to these will be maintained throughout the programme of the works.

**Westmead Hospital redevelopment**

As part of the Westmead Hospital Redevelopment parking is being increased across the site, including an uplift in disabled parking. Once all future car parks are built there will be 5,793 spaces on site, with 70 for mobility impaired users. As part of the Multiplex development highlighted as Car Park R on Figure 32, thirteen new disabled spaces will be provided. This car park is due to be delivered in early 2020. This creates increased provision for mobility impaired users in the vicinity of the spaces which are being relocated from Hawkesbury Road to Jessie Street and Helen Street. It should be noted that all parking located within the Westmead Hospital car parks is subject to standard hospital parking charges.

Figure 32: Westmead Hospital future parking plans



**Construction worker parking**

All workers will be instructed to use public transport to access the site due to the proximity of Westmead Railway station to the south west and the large number of bus routes which stop on Darcy Road. Workers will be informed that only a limited number of vehicles will be able to use the contractor parking on Mons

Road. This off-street parking is located on land owned by Westmead Hospital and is allocated on a 'first come first served' basis.

### **2.2.5 Package 4 impact and mitigation**

Parking impacts associated with infrastructure (package 4) are included in Volume 2.

### **2.2.6 Package 5 – Operational strategy**

Parking impacts associated with operation (package 5) would be included in Volume 3 if required.

## 2.3 Parramatta CBD precinct

### 2.3.1 Summary of works

#### 2.3.1.1 George Street Enabling works (Package 1)

The George Street Enabling works (Package 1) involve the conversion of the route from eastbound only to a two-way road between O’Connell Street and Macarthur Street. This is to enable removal of traffic from Macquarie Street to accommodate the PLR alignment. George Street and Macquarie Street currently act as two sides of a one-way system within the Parramatta CBD. Converting George Street to two-way will cease the need for this one-way system. To implement these changes a number of intersections will be reconfigured leading to adjusted parking layouts on both sides of George Street. The extent of the works, are outlined on Figure 33.

Figure 33: Extent of George Street enabling works



#### 2.3.1.2 Infrastructure Delivery works (Package 4)

Parking impacts associated with Infrastructure (package 4) are included in Volume 2.

### 2.3.2 Existing conditions

This section focuses on the existing parking zones that will be directly impacted by the various PLR packages of works in the Parramatta CBD precinct and assesses spare capacity in the surrounding streets.



### 2.3.2.1 George Street Enabling works (Package 1)

The extent of the George Street Enabling works are between the intersections of O'Connell Street and approximately 100m east of the Macarthur Street / Harris Street intersection. There are several parking zones along both sides of this section of road, as well as vehicle accesses to the Parramatta Justice Precinct and business car parks. All timed parking on George Street is currently metered.

To ease data analysis and presentation, the extent of the George Street Enabling works (Package 1) has been segregated into four sections:

- O'Connell Street to Church Street;
- Church Street to Smith Street;
- Smith Street to Macarthur Street; and
- Macarthur Street to Noller Parade.

#### O'Connell Street to Church Street

The existing parking zones along this section of George Street are outlined in Figure 34.

Figure 34: George Street existing parking zones - O'Connell Street to Church Street



The following restrictions apply to the various parking zones within the extent of the works (totalling 36 spaces):

- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the northern side between O'Connell Street and Marsden Street - 9 spaces;
- 'Disabled permit only' on the northern side between O'Connell Street and Marsden Street - 1 space;
- 'No parking (7.30am-6pm Mon-Fri, 8am-4pm Sat) ambulances accepted' on the northern side between O'Connell Street and Marsden Street – 1 space;

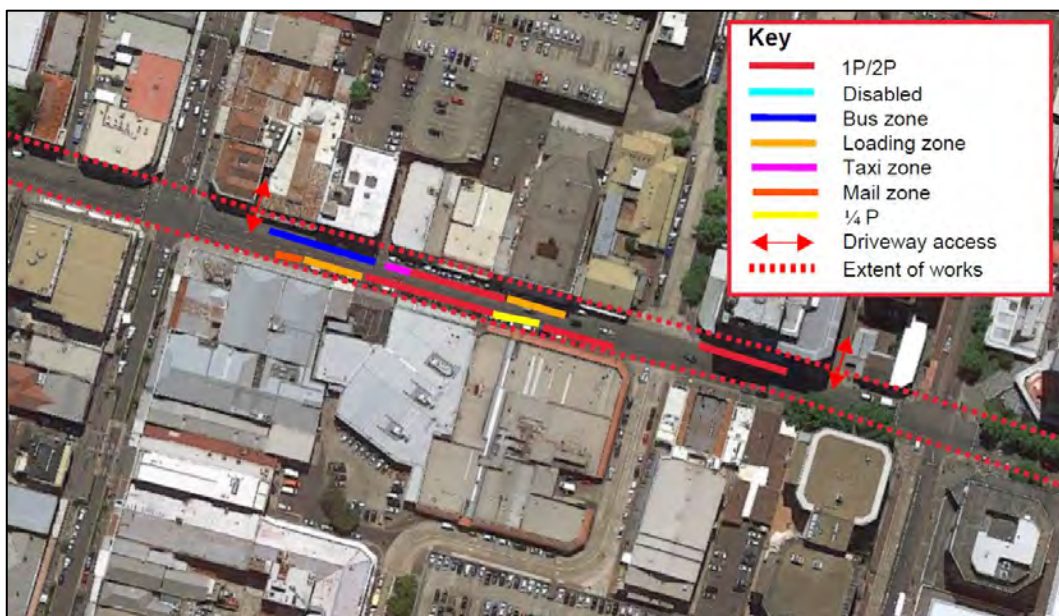


- ‘No parking except Authorised vehicles’ on the northern side between Marsden Street and Church Street - 3 spaces;
- Taxi zone on the northern side between Marsden Street and Church Street - 3 spaces;
- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the southern side between O’Connell Street and Marsden Street - 17 spaces; and
- Loading zone (8am-6pm, Mon-Sat) / 1/4P (6pm-8am, Mon-Sat) on the southern side between Marsden Street and Church Street - 2 spaces.

### Church Street to Smith Street

The existing parking zones along this section of George Street are outlined in Figure 35.

Figure 35: George Street existing parking zones - Church St to Smith St



The following restrictions apply to the various parking zones within the extent of the works (totalling 38 spaces):

- Taxi zone on the northern side between Church Street and Horwood Place - 2 spaces;
- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the northern side between Church Street and Horwood Place - 10 spaces;
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the northern side between Church Street and Horwood Place - 2 spaces;
- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the northern side between Horwood Place and Smith Street - 6 spaces;
- Mail zone on the southern side between Church Street and Horwood Place - 1 space;

- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the southern side between Church Street and Horwood Place - 2 spaces;
- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the southern side between Church Street and Horwood Place - 9 spaces;
- 1/4P (8am-8pm, Mon Sat) on the southern side between Church Street and Horwood Place - 2 spaces; and
- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) on the southern side between Church Street and Horwood Place - 4 spaces.

### Smith Street to Macarthur Street

The existing parking zones along this section of George Street are outlined in Figure 36.

Figure 36: George Street existing parking zones - Smith Street to Macarthur Street



The following restrictions apply to the various parking zones within the extent of the works (totalling 104 spaces):

- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the northern side between Smith Street and Charles Street - 3 spaces;
- 2P (8am-8pm, Mon-Sat) on the northern side between Smith Street and Charles Street - 23 spaces;
- Mail zone on the northern side between Smith Street and Charles Street - 1 space;
- Work zone (6am-6pm) / 1/4P (6pm-8pm) on the northern side between Charles Street and Argus Street - 7 spaces;
- 2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun) on the northern side between Charles Street and Macarthur Street - 16 spaces;
- 2P (8am-8pm, Mon-Sat) on the southern side between Smith Street and Barrack Lane - 6 spaces;
- 'Disabled permit only' on the southern side between Barrack Lane and Charles Street - 1 space;

- 2P (8am-8pm, Mon-Sat) on the southern side between Barrack Lane and Charles Street - 18 spaces;
- Loading zone on the southern side between Charles Street and Argus Lane - 2 spaces;
- 2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun) on the southern side between Charles Street and Argus Street - 10 spaces;
- 1/4P (8am-8pm, Mon-Sat) on the southern side between Charles Street and Argus Street - 2 spaces; and
- 2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun) on the southern side between Argus Street and Macarthur Street - 15 spaces.

### Macarthur Street to Noller Parade

The existing parking zones along this section of George Street are outlined in Figure 37.

Figure 37: George Street existing parking zones – Macarthur Street to Noller Parade



The following restrictions apply to the various parking zones within the extent of the works (totalling 76 spaces):

- 10P (8am-6pm, Mon-Fri) on the northern side – 8 spaces;
- 2P (8am-6pm, Mon-Fri) on the northern side– 4 spaces;
- 10P (8am-6pm, Mon-Fri) on the northern side– 19 spaces; and
- 10P (8am-6pm, Mon-Fri) on the southern side – 45 spaces.

### 2.3.3 Parking surveys

Parking occupancy surveys of the Parramatta CBD precinct were undertaken from 06:00 to 22:00 on the Thursday 7<sup>th</sup> and Saturday 16<sup>th</sup> February 2019. This section outlines parking occupancies on streets directly impacted by PLR and highlights

available capacity in the surrounding area. Raw data from the survey is presented in **Appendix B**.

### 2.3.3.1 George Street Enabling works (Package 1)

Despite the layout changes to George Street to accommodate two-way operation it was a priority of the strategy to maintain the key functions of the street. The key functions highlighted in the community consultation were (See Section 3.2.3 for further details):

- Access for the mobility impaired;
- Enable servicing of businesses; and
- Provide high turnover visitor parking to support local businesses.

Parking occupancy data has only been analysed for parking zones whose capacity requirements are driven by demand such as visitor parking, loading zones, taxi zones etc. Visitor parking encompasses all time restricted parking which can be used by any users.

#### **O'Connell Street to Church Street (northern side)**

The following parking zones have been analysed along the northern side of George Street between O'Connell Street and Church Street within the extent of the works:

- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) (Zone A) – 9 spaces; and
- Taxi zone (Zone B) – 3 spaces.

Figure 38 and Figure 39 indicate the occupancy of these zones over the surveyed periods.



Figure 38: Northern side of George Street parking zone occupancies between O’Connell Street and Church Street- Thursday 7<sup>th</sup> February 2019

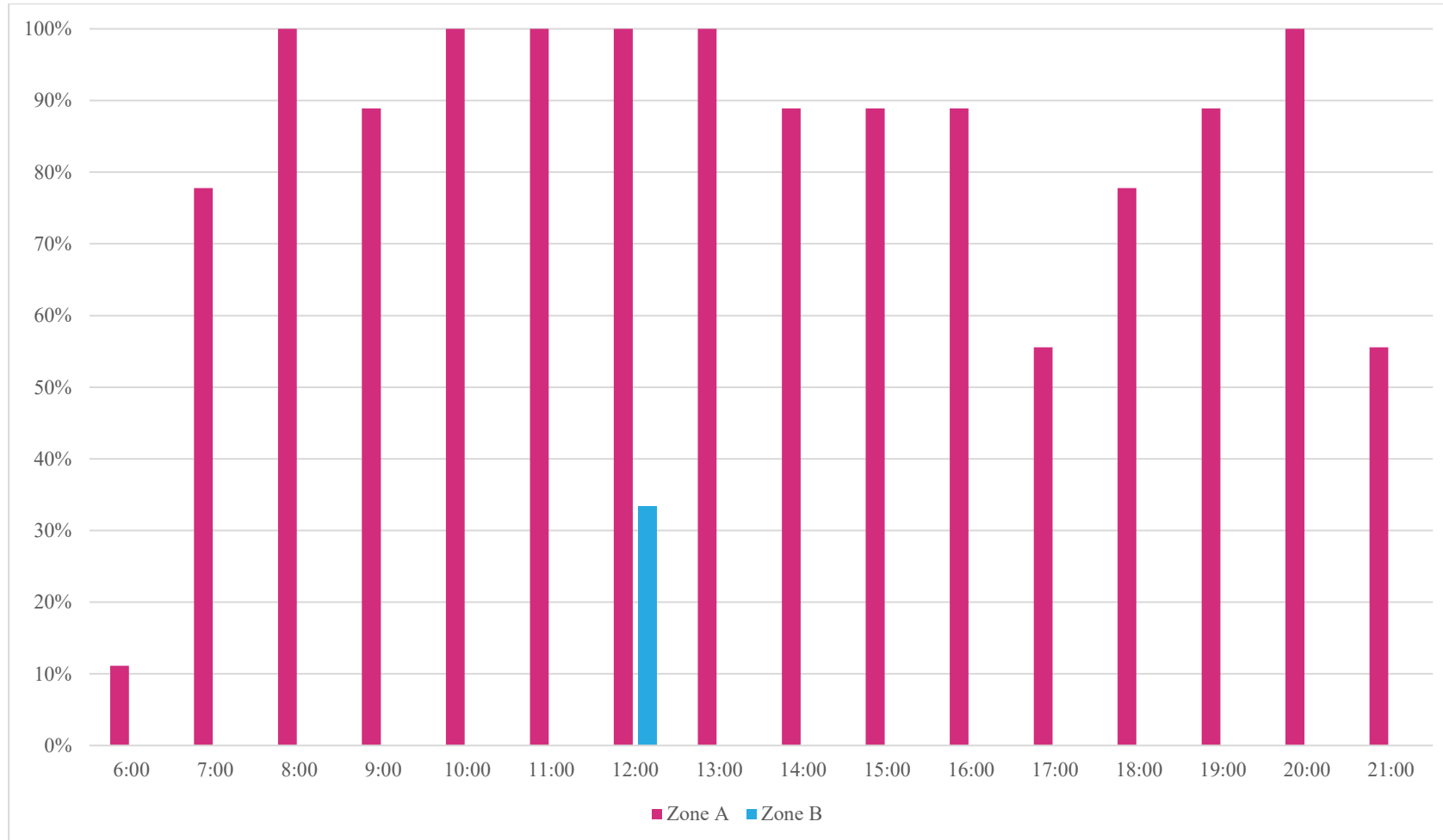
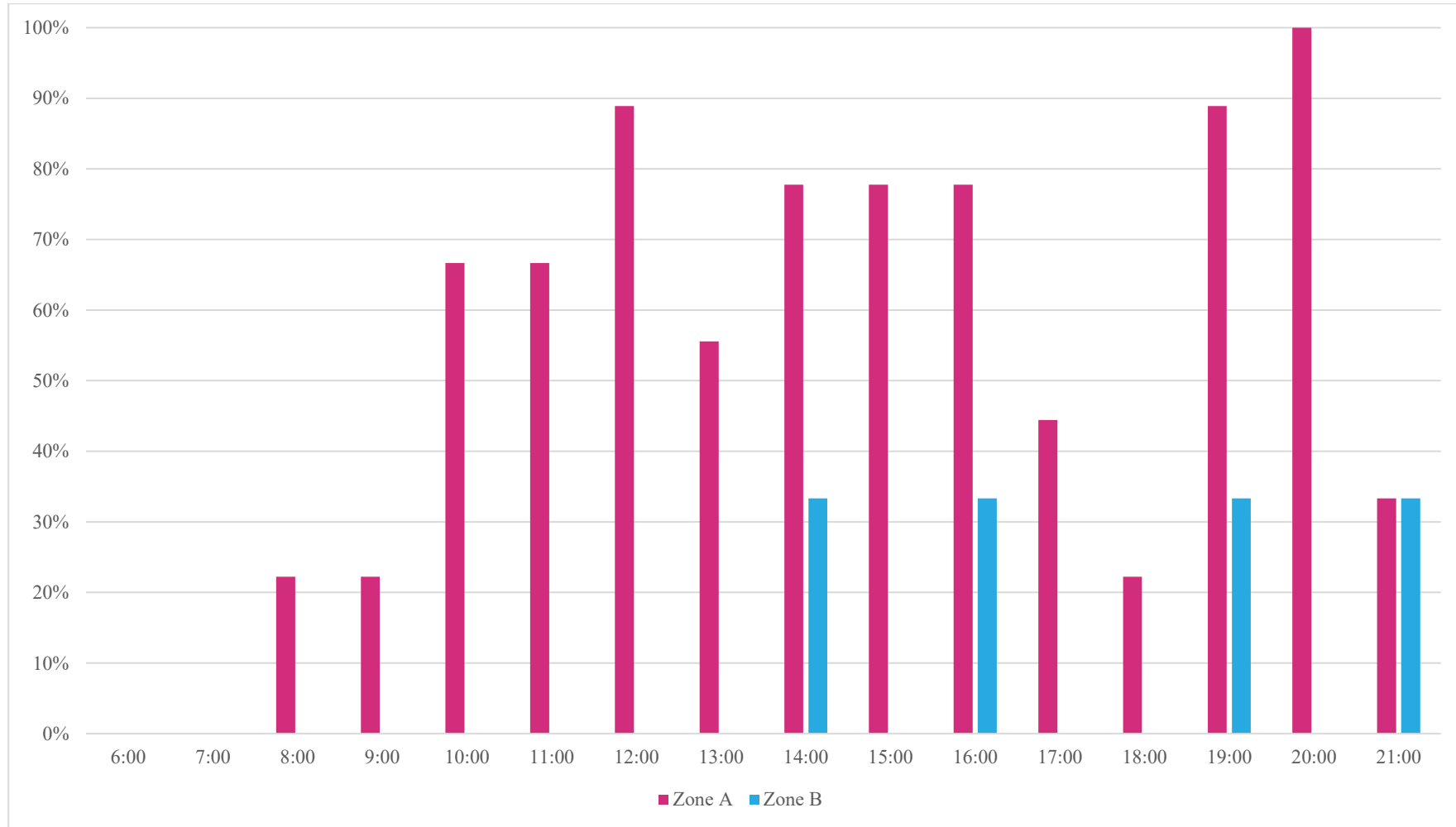


Figure 39: Northern side of George Street parking zone occupancies between O’Connell Street and Church Street- Saturday 16<sup>th</sup> February 2019



Zone A experiences high occupancies on Thursday (>75%) and between 12:00-16:00 and 19:00-21:00 on Saturday. The Taxi zone (Zone B) experiences low occupancies, particularly on Thursday. During all survey times, no more than one of the three taxi spaces was occupied. The profile of the occupancies for Zone A suggests it provides a function in accessing both the day and night time economy in the Parramatta CBD. Usage of Zone B suggests that the usage of these spaces for taxi ranking is minimal. The proposed layout should consider reducing the size of this parking zone or consolidating it with another taxi zone unless taxi demand is predicted to increase significantly.

### **O'Connell Street to Church Street (southern side)**

The following parking zones have been analysed along the southern side of George Street between O'Connell Street and Church Street within the extent of the works:

- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) (Zone A) – 17 spaces; and
- Loading zone (8am-6pm, Mon-Sat) / 1/4P (6pm-8am, Mon-Sat) (Zone B) – 2 spaces.

Figure 40 and Figure 41 indicate the occupancy of these zones over the surveyed periods.

Figure 40: Southern side of George Street parking zone occupancies between O’Connell Street and Church Street- Thursday 7<sup>th</sup> February 2019

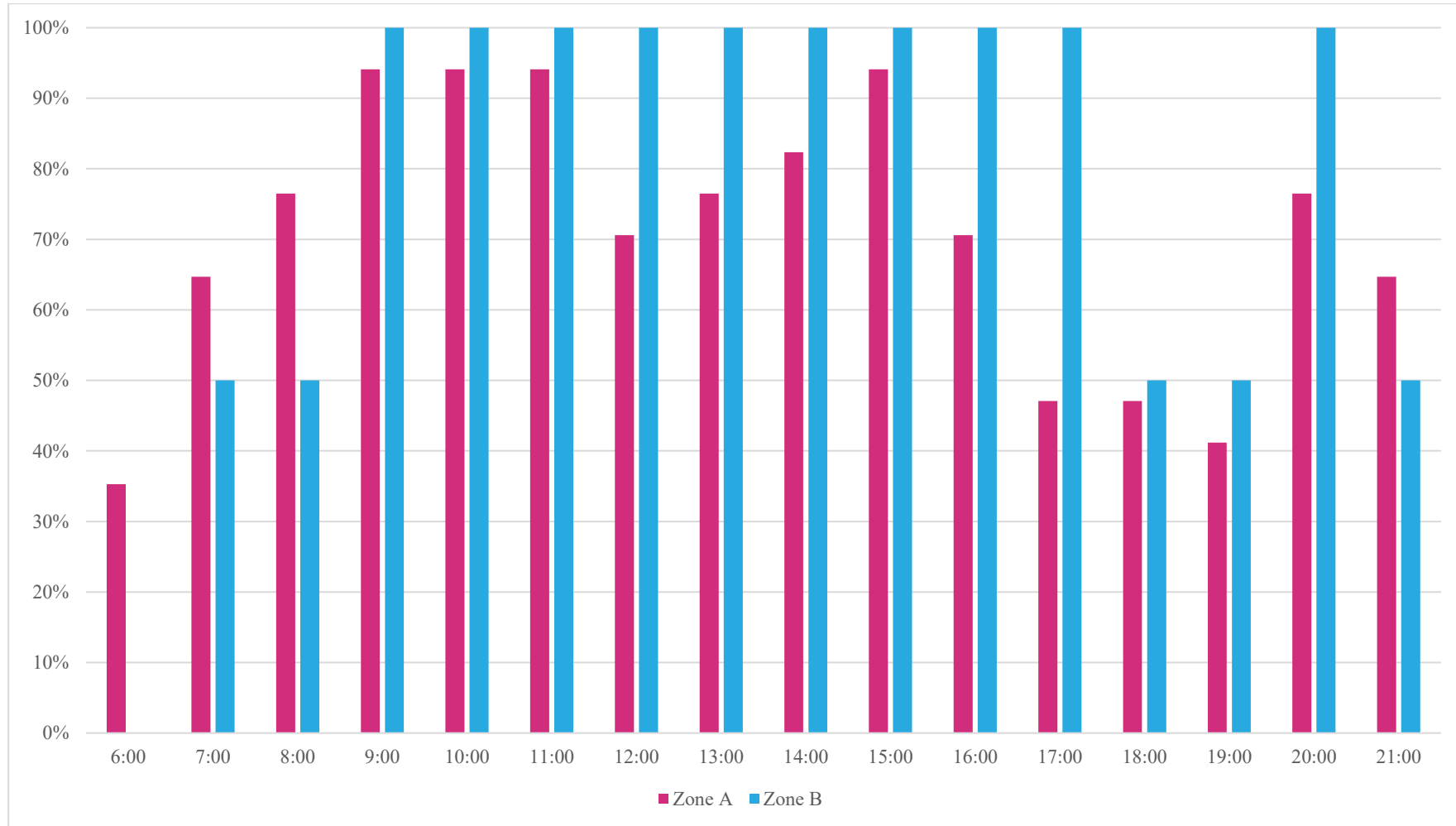
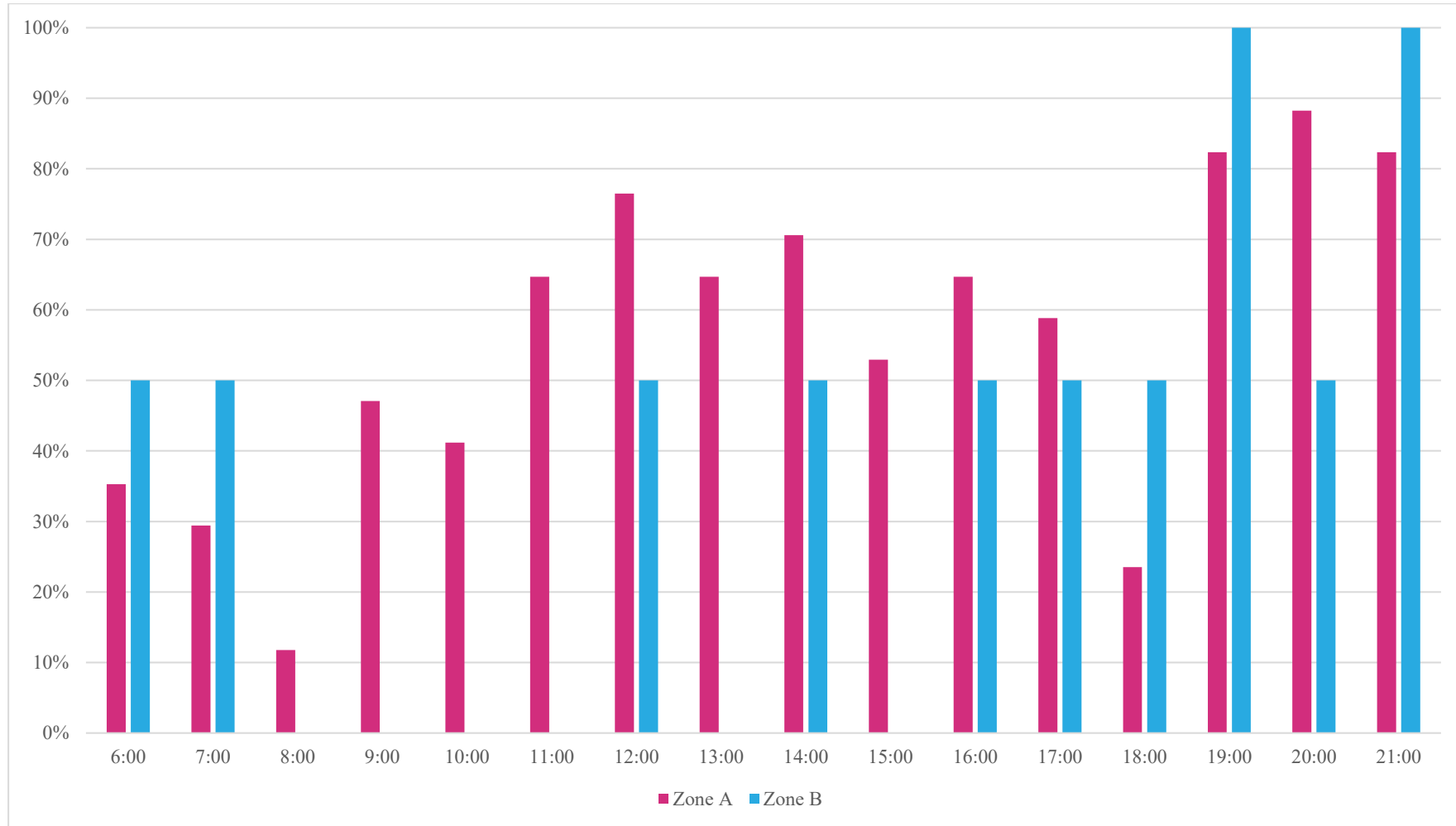




Figure 41: Southern side of George Street parking zone occupancies between O’Connell Street and Church Street- Saturday 16<sup>th</sup> February 2019



The occupancy results indicate that both these zones experience high occupancies, particularly between 09:00-15:00 on Thursday and after 19:00 on Saturday. Zone A experiences higher average occupancy levels on Thursday than Saturday (71% and 56% respectively). The usage of Zone B also experiences this trend which would be expected as servicing trips are more likely to occur on a weekday when businesses are open. The occupancy results for this zone indicate that the loading bay should be maintained in the proposed design. Zone A experiencing lower usage on Saturday suggests parking zones closer to the active frontages on George Street are preferred by users on the weekend when demand is lower.

### **Church Street to Smith Street (northern side)**

The following parking zones have been analysed along the northern side of George Street between Church Street and Smith Street within the extent of the works:

- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) (Zone A) – 17 spaces;
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) (Zone B) – 2 spaces; and
- Taxi zone (Zone C) – 2 spaces.

Figure 42 and Figure 43 indicate the occupancy of these zones over the surveyed periods.

Figure 42: Northern side of George Street parking zone occupancies between Church Street and Smith Street- Thursday 7<sup>th</sup> February 2019

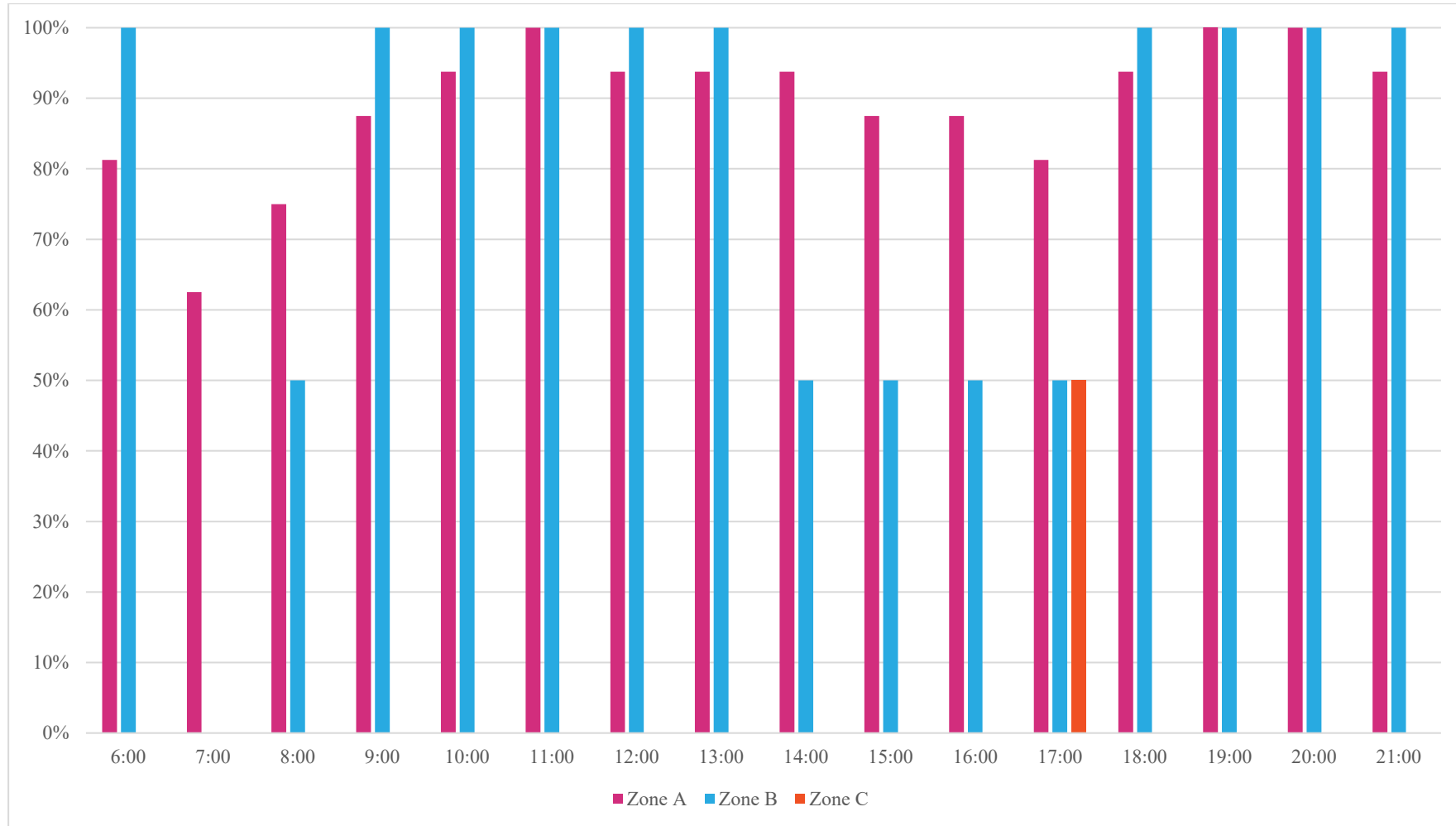
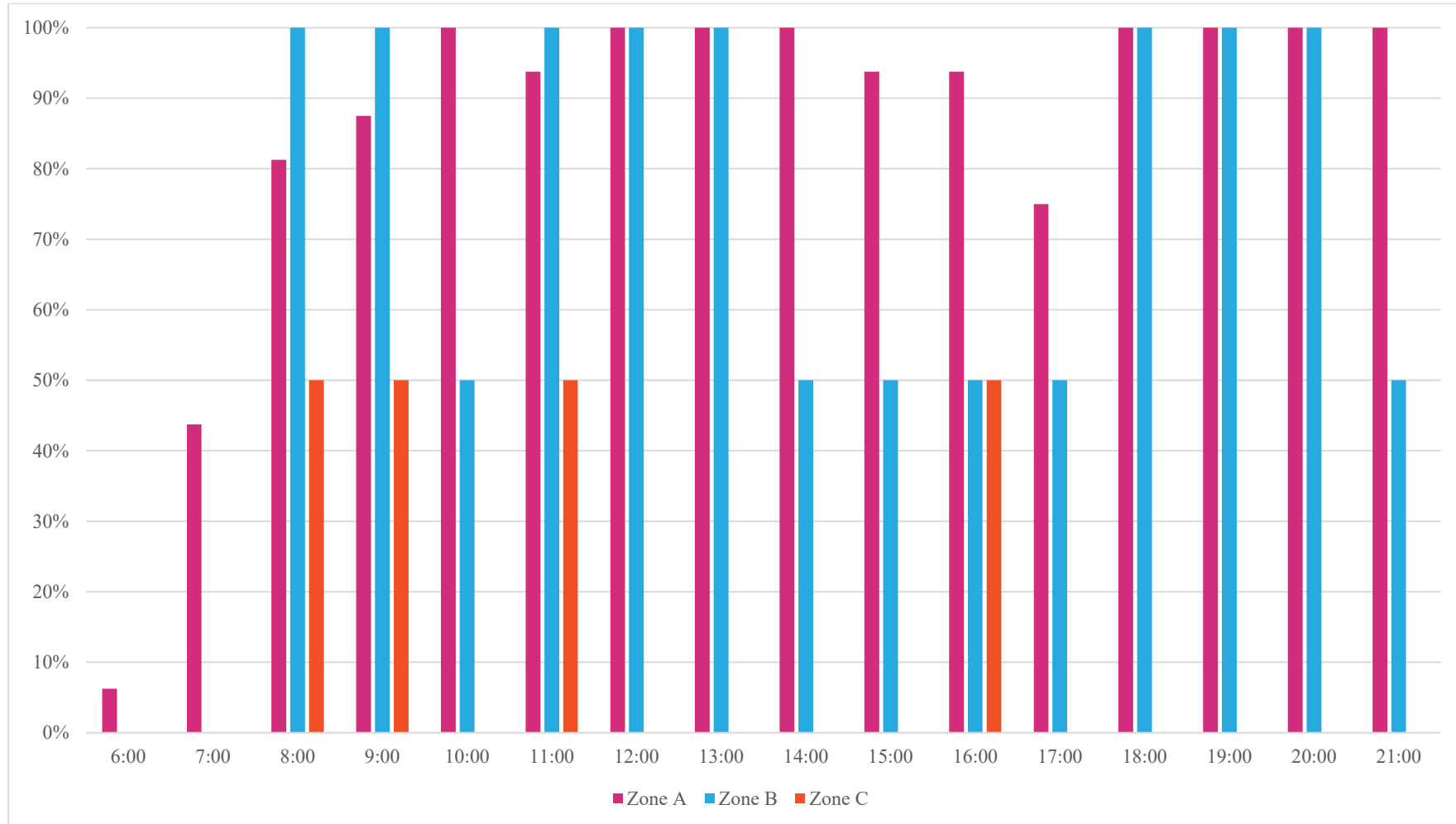


Figure 43: Northern side of George Street parking zone occupancies between Church Street and Smith Street- Saturday 16<sup>th</sup> February 2019



Zone A experiences high occupancies of up to 100% on both days this may be due to the proximity to a large number of businesses on George Street. The Zone B occupancy results indicates full occupancy in the morning and evenings on both days, with occupancy dropping off between 2pm and 6pm. This level of usage suggests Zone B should be retained in the proposed design. Zone C is not heavily utilised on either day. It may be suitable to reduce the capacity of this zone in the proposed design dependant on future taxi demand forecasts.

### **Church Street to Smith Street (southern side)**

The following parking zones have been analysed along the southern side of George Street between Church Street and Smith Street within the extent of the works:

- 1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat) (Zone A) – 13 spaces;
- Loading zone (8am-6pm, Mon-Fri) / 2P (6pm-8am, Mon-Fri) (Zone B) – 2 spaces; and
- 1/4P (8am-8pm, Mon-Sat) (Zone C) – 2 spaces.

Figure 44 and Figure 45 indicate the occupancy of these zones over the surveyed periods.

Figure 44: Southern side of George Street parking zone occupancies between Church Street and Smith Street- Thursday 7<sup>th</sup> February 2019

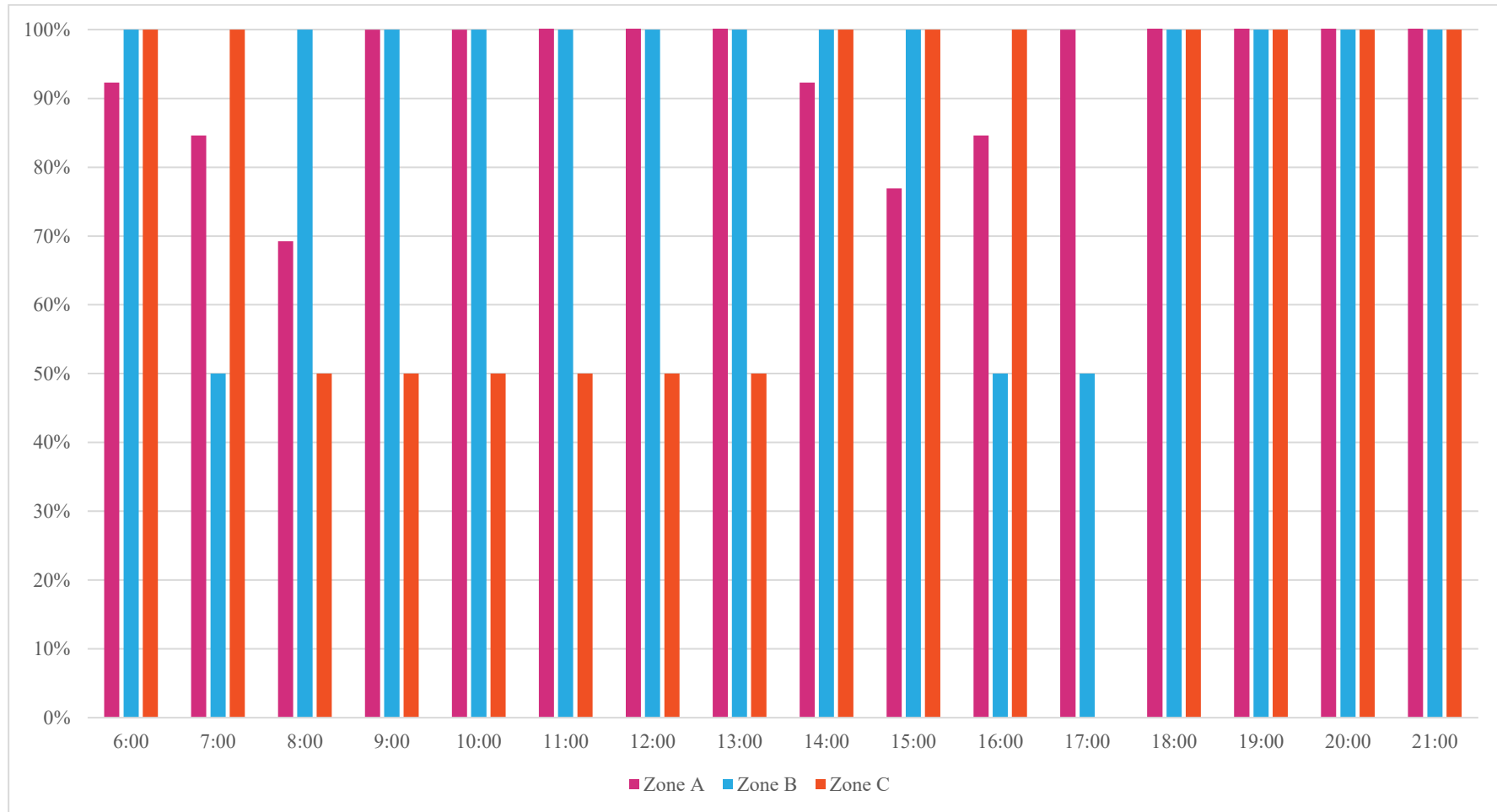
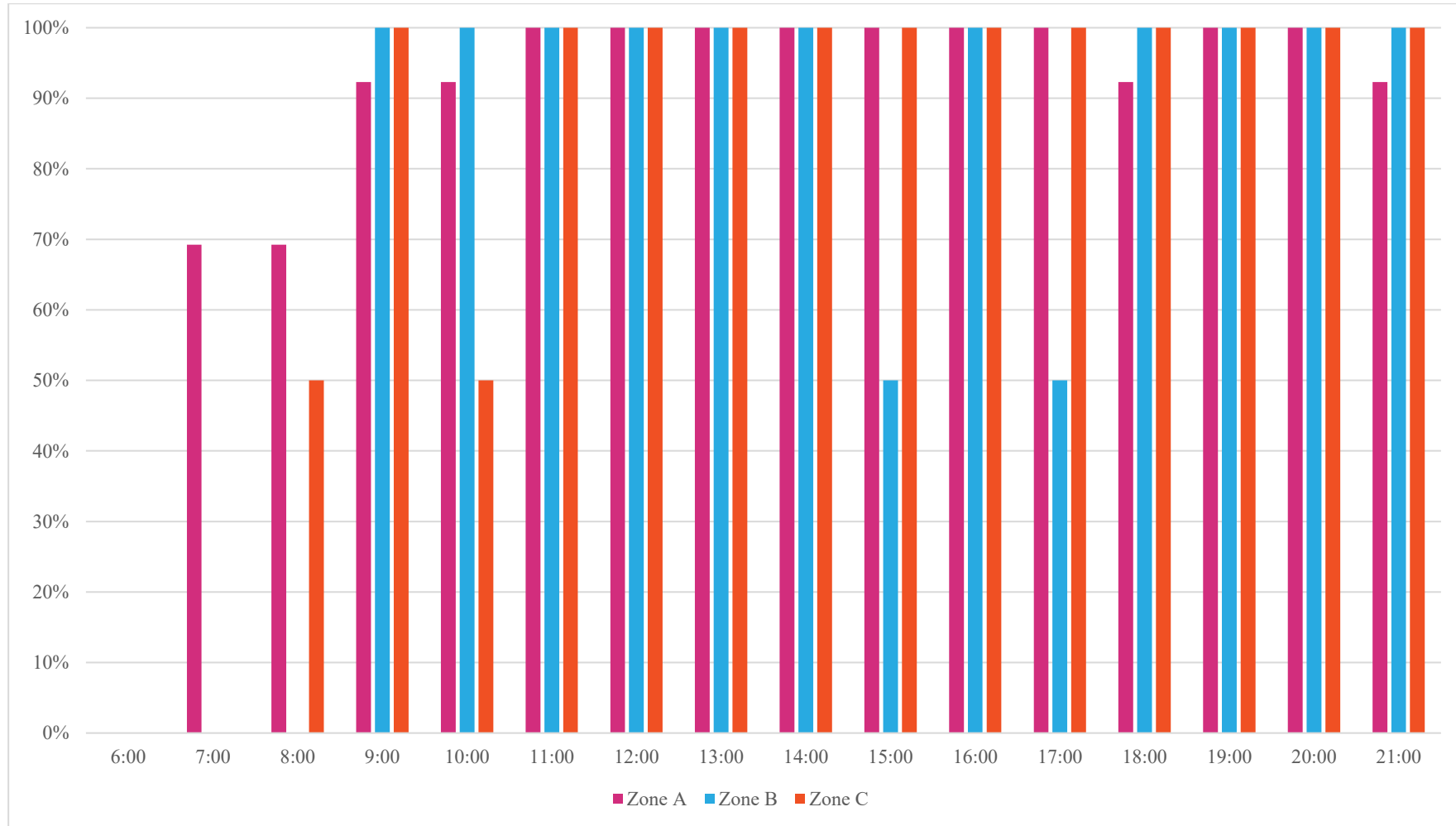


Figure 45: Southern side of George Street parking zone occupancies between Church Street and Smith Street- Saturday 16<sup>th</sup> February 2019



Both Zones A and B experiences high occupancies throughout both of the surveyed days, except for 06:00-08:00 on Saturday. Utilisation for Zone C is also high on both days except 08:00-13:00 on Thursday where it remains at 50%. The data indicates all these zones are well utilised and should be retained in the proposed design.

### **Smith Street to Macarthur Street (northern side)**

The following parking zones have been analysed along the northern side of George Street between Smith Street and Macarthur Street within the extent of the works:

- 2P (8am-8pm, Mon-Sat) (Zone A) – 23 spaces;
- 2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun) (Zone B) – 16 spaces; and
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) (Zone C) – 3 spaces.

Figure 46 and Figure 47 indicate the occupancy of these zones over the surveyed periods.



Figure 46: Northern side of George Street parking zone occupancies between Smith Street and Macarthur Street- Thursday 7<sup>th</sup> February 2019

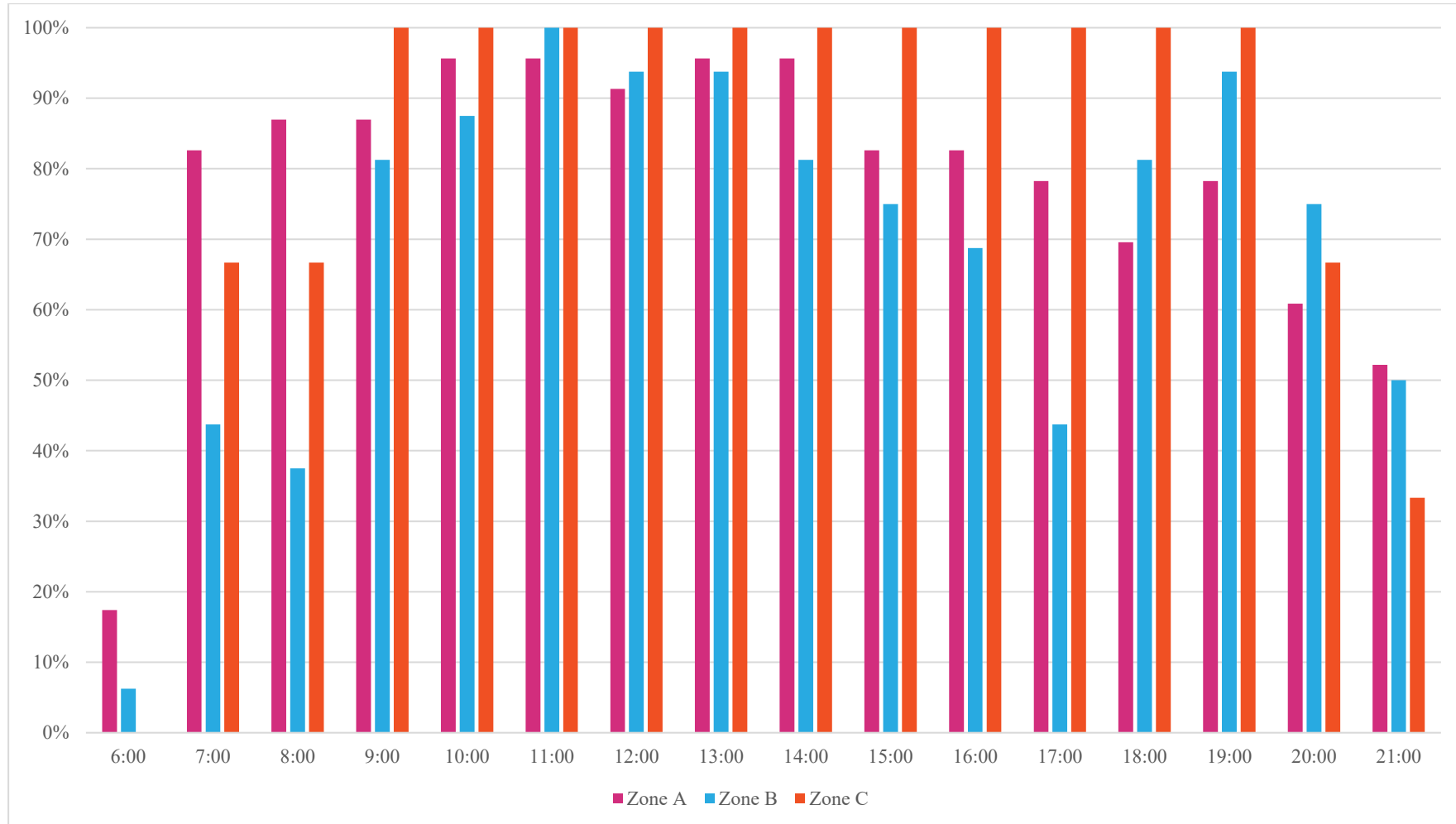
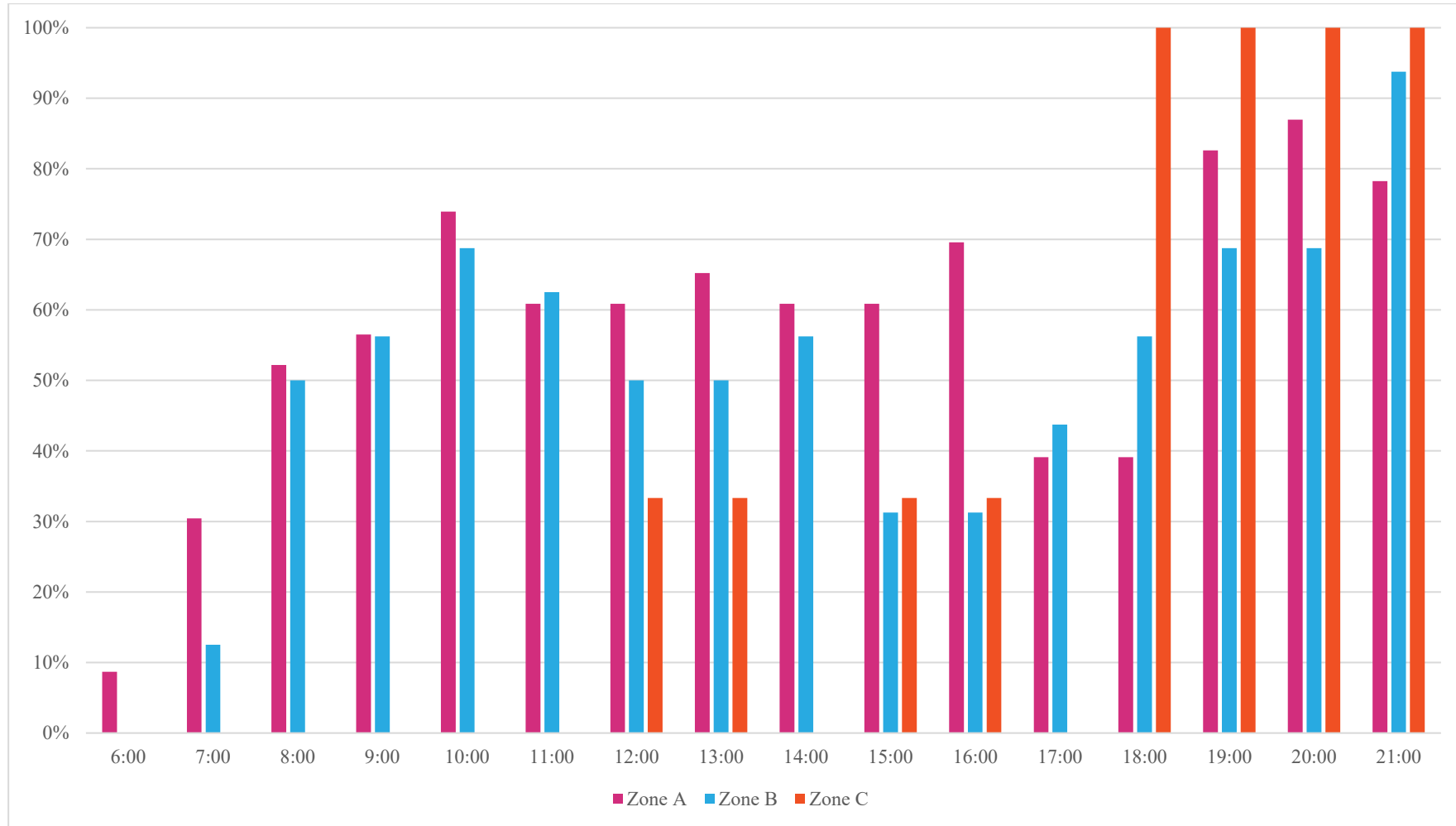


Figure 47: Northern side of George Street parking zone occupancies between Smith Street and Macarthur Street- Saturday 16<sup>th</sup> February 2019



Zones A and B show similar utilisation trends across both surveyed days which would be expected as they are both visitor parking. On Thursday occupancy is greater than 80% between 07:00-16:00 in both zones and then reduces towards the end of the day. On Saturday occupancies are lower in the morning peaking between 10:00-16:00 at 60-70%. A second peak is observed in the evening with occupancies increasing to 80-90%.

Zone C is utilised throughout the majority of Thursday particularly between 09:00-19:00. Occupancy is lower on Saturday increasing after 18:00, this is likely due to visitors not service vehicles as the Loading zone restriction is only in effect until 18:00. The weekday usage of all zones indicates they should be retained in the proposed design.

### **Smith Street to Macarthur Street (southern side)**

The following parking zones have been analysed along the southern side of George Street between Smith Street and Macarthur Street within the extent of the works:

- 2P (8am-8pm, Mon-Sat) (Zone A) – 24 spaces;
- 2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun) (Zone B) – 25 spaces;
- Loading zone (9am-4pm, Mon-Fri) (Zone C) – 2 spaces; and
- 1/4P (8am-8pm, Mon-Sat) (Zone D) – 2 spaces.

Figure 48 and Figure 49 indicate the occupancy of these zones over the surveyed periods.

Figure 48: Southern side of George Street parking zone occupancies between Smith Street and Macarthur Street- Thursday 7<sup>th</sup> February 2019

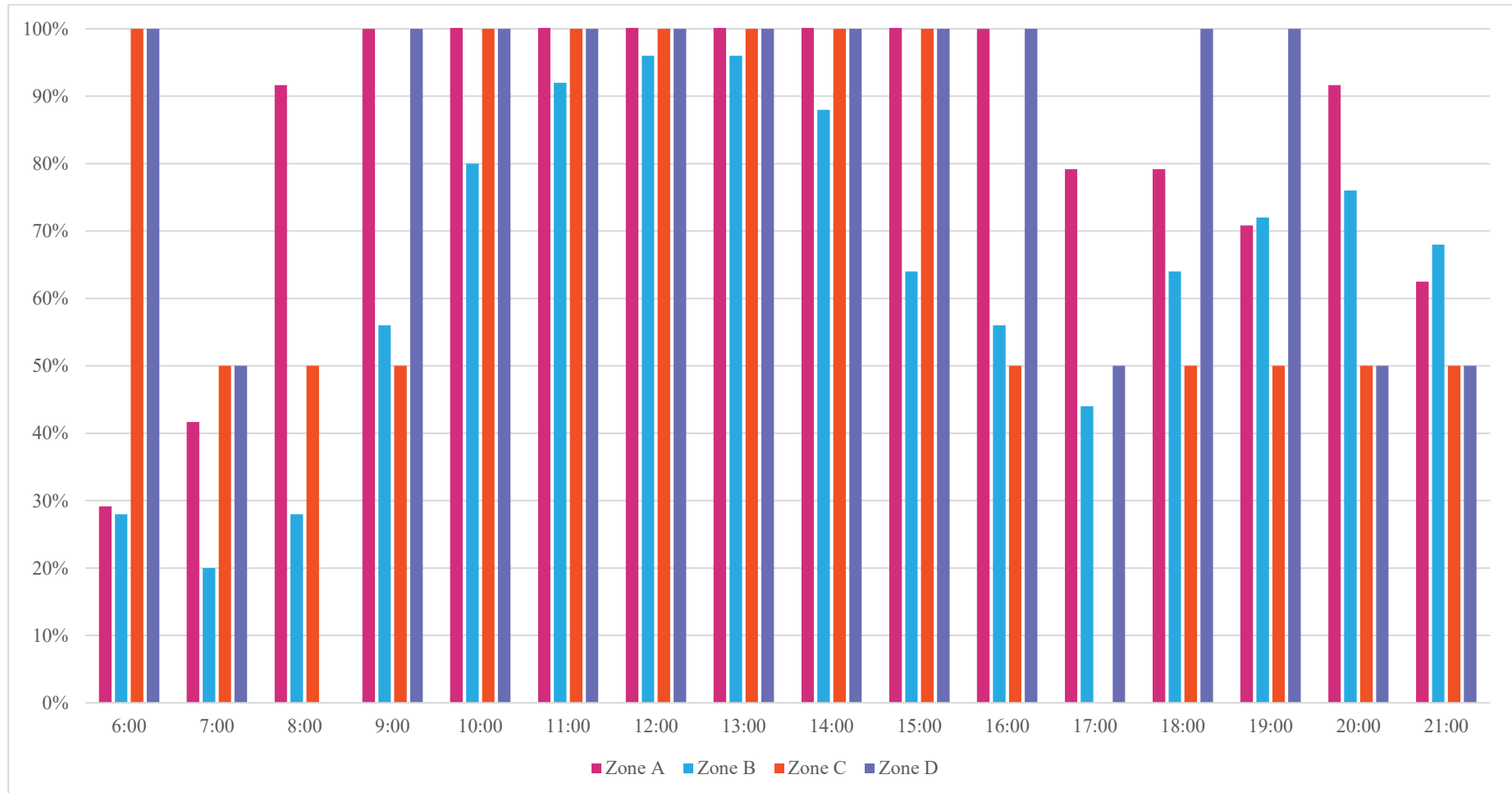
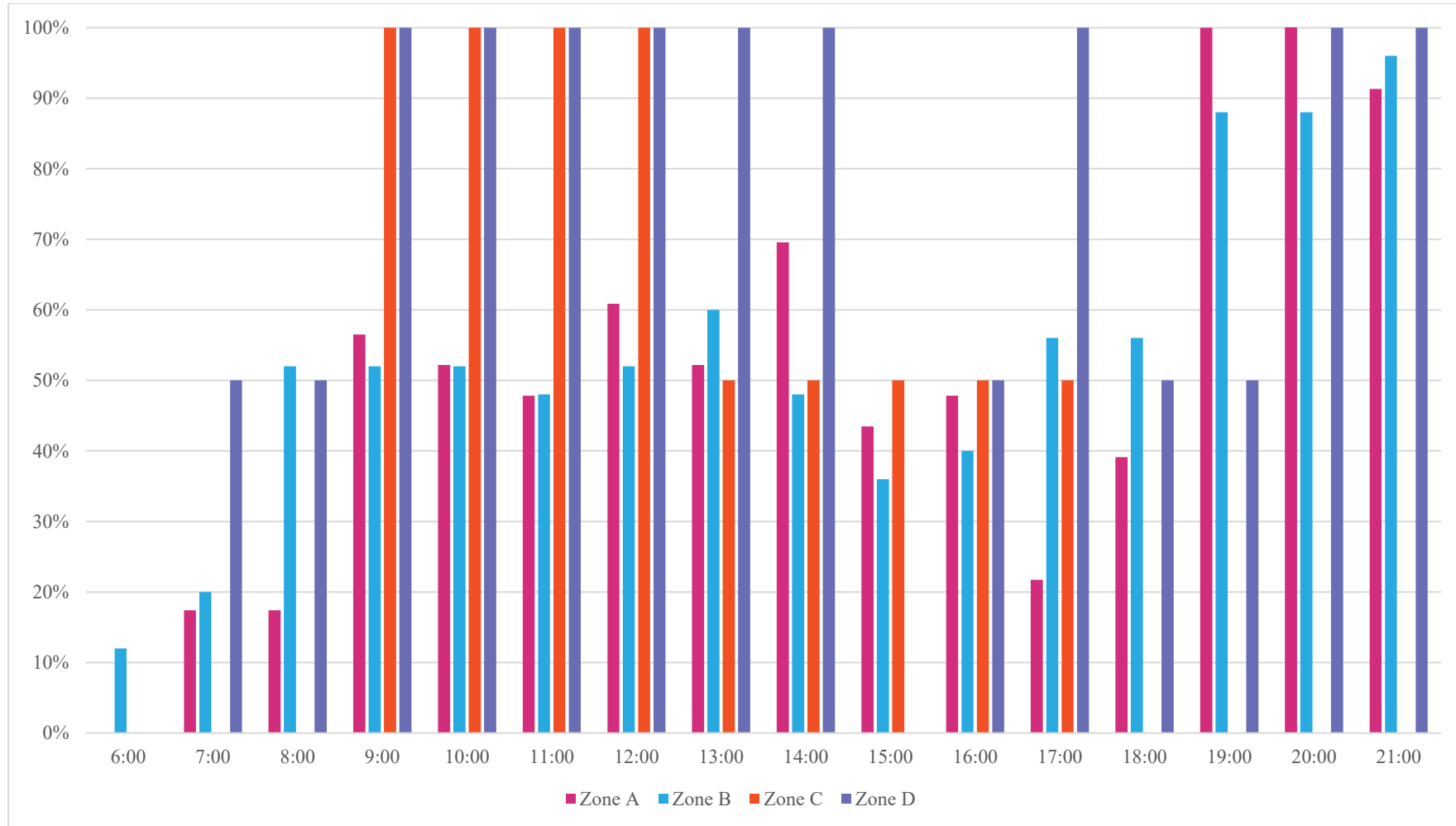


Figure 49: Southern side of George Street parking zone occupancies between Smith Street and Macarthur Street- Saturday 16<sup>th</sup> February 2019



Occupancies for Zones A and B are high throughout Thursday. On Saturday the utilisation is lower (50-60%) until 19:00 when it rises to 90-100%. This behaviour is likely to be driven by the Parramatta night time economy. Zone C shows 50% utilisation between 08:00 and 14:00 and 100% throughout the remainder of Thursday. On Saturday high occupancies are experienced between 09:00 and 12:00 with low utilisation at other times. This is not unusual given many businesses are closed at this time. Zone D experiences high occupancies on both surveyed days. This data suggests all analysed parking zones should be retained in the proposed design.

Some departures from the parking restrictions were observed on the southern side of George Street between Smith Street and Macarthur Street. This included parking in 'No Stopping' and 'No Parking' zones.

### **Macarthur Street to Noller Parade**

The following parking zones have been analysed along both sides of George Street between Macarthur Street and Noller Parade:

- 10P (8am-6pm, Mon-Fri) (Zone A) – 8 spaces;
- 2P (8am-6pm, Mon-Fri) (Zone B) – 4 spaces;
- 10P (8am-6pm, Mon-Fri) (Zone C) – 19 spaces; and
- 10P (8am-6pm, Mon-Fri) (Zone D) – 45 spaces.

Figure 50 and Figure 51 indicate the occupancy of these zones over the surveyed periods.

Figure 50: George Street parking zone occupancies between Macarthur Street and Noller Parade – Thursday 7<sup>th</sup> February 2019

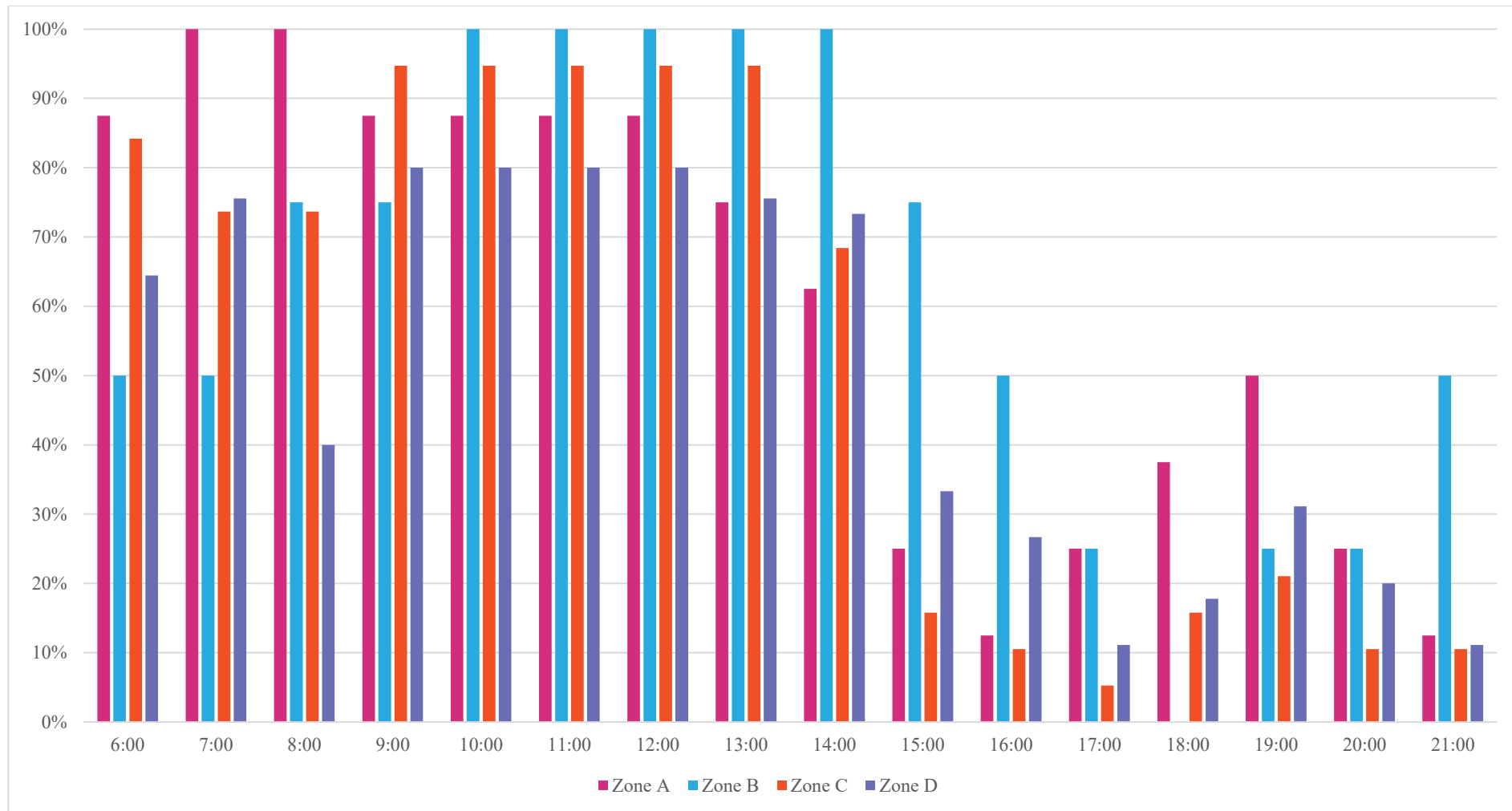
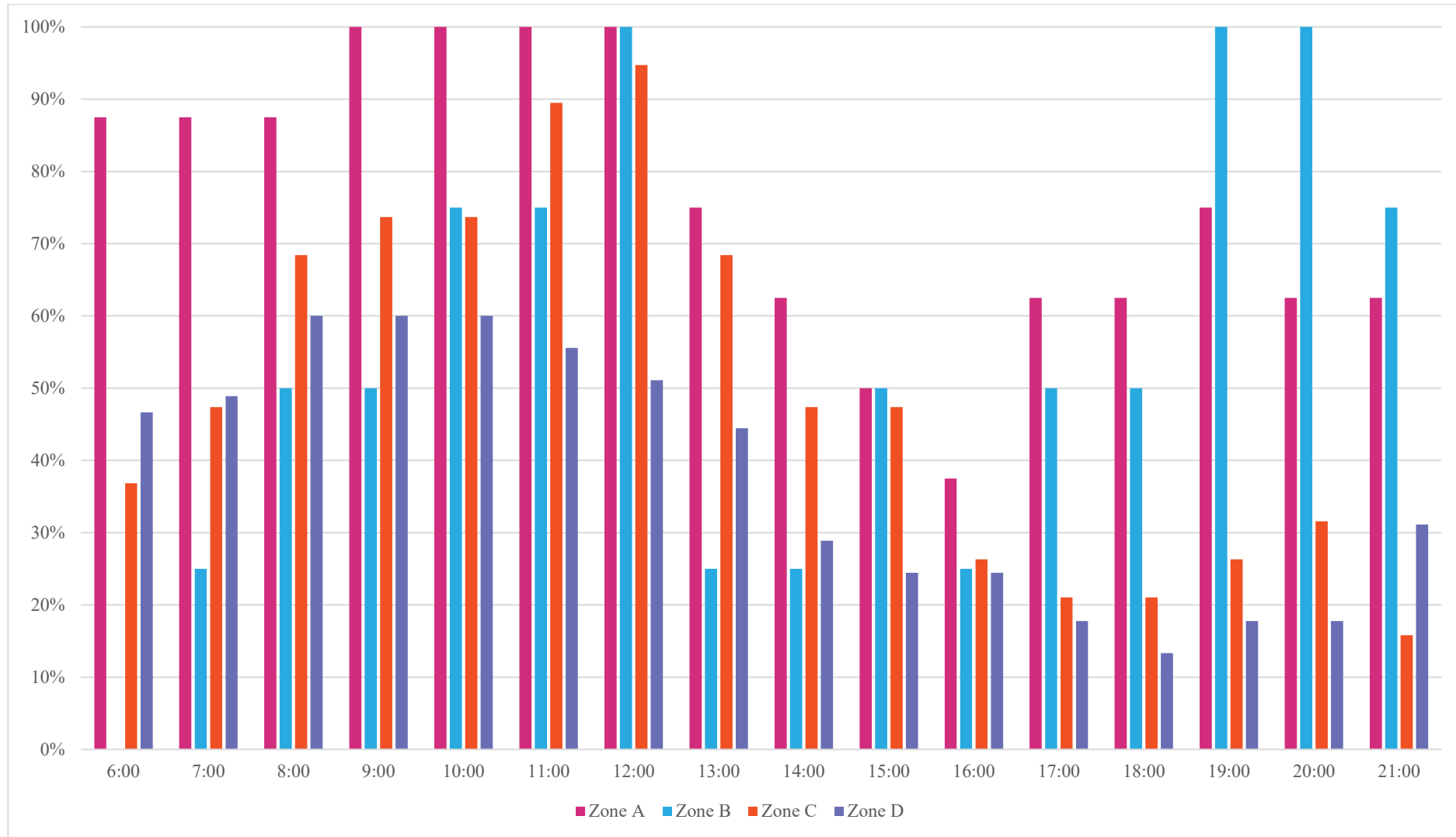


Figure 51: George Street parking zone occupancies between Macarthur Street and Noller Parade – Saturday 9<sup>th</sup> February 2019





On Thursday all four zones experience high levels of occupancy from 09:00 to 14:00, after 14:00 occupancy levels decrease dramatically. This suggest these spaces may be used by workers whose shift finishes early in the. On Saturday Zone D experiences lower occupancies than the other three zones. The occupancy of the other three zones peaks at 12:00. The overall trend on Saturday indicates a peak throughout the day. Zones A and B then also experience a peak in the evening from 19:00 to 21:00. Analysis suggests these spaces are required in the daytime but are less essential in the off peak.

### Visitor parking requirement

In an attempt to ascertain the visitor parking requirement from the data, an average occupancy rate was calculated from time periods when visitors are expected to be using the parking zones (Thursday 09:00 to 18:00). The results of this are presented in Table 15.

Table 15: George Street – Visitor parking requirement

Section	Average occupancy	Parking zone capacity	Visitor parking requirement
George Street north – O’Connell Street to Church Street			
A	90%	9	9
George Street south – O’Connell Street to Church Street			
A	80%	17	14
George Street north – Church Street to Smith Street			
A	91%	16	15
George Street south – Church Street to Smith Street			
A	97%	13	13
C	61%	2	2
George Street north – Smith Street to Macarthur Street			
A	89%	23	21
B	81%	16	13
George Street south – Smith Street to Macarthur Street			
A	100%	24	24
B	75%	25	19
D	94%	2	2
George Street – Macarthur Street to Noller Parade			
A	61%	8	5
B	81%	4	4
C	64%	19	13
D	60%	45	27
Total			181

From analysing the occupancy of visitor parking zones on George Street on a weekday the results suggest that the requirement is approximately 181 visitor parking spaces.

### Spare capacity in surrounding streets

As part of the George Street Enabling works (Package 1) the quantum of parking on George Street will be reduced as outlined in the EIS. In line with the parking hierarchy the type of parking which is likely to decrease most significantly is visitor parking. Due to this an assessment of spare capacity in visitor parking on surrounding streets has been conducted. The streets identified were Charles Street (Philip Street to Macquarie Street) and Phillip Street (Marsden Street to Charles Street).

In an attempt to ascertain the spare visitor parking capacity from the data, an average occupancy rate was calculated when visitor usage is expected to be highest (Thursday 09:00 to 18:00). The average spare capacity from the occupancy rates was calculated for 1P/2P and 2P/4P parking zones, the results are presented in Table 16 and Table 17.

Table 16: George Street – Spare visitor parking capacity 1P/2P

Street name	Average spare occupancy (%)	Parking zone capacity	Estimated available capacity*
Charles Street (east side)	15	8	1
Charles Street (west side)	16	5	0
Phillip Street (north side)	12	17	2
Phillip Street (south side)	10	12	1

\*All values rounded down

Table 17: George Street – Spare visitor parking capacity 2P/4P

Street name	Average spare occupancy (%)	Parking zone capacity	Estimated available capacity*
Charles Street (east side)	15	10	1
Charles Street (west side)	0	8	0
Phillip Street (north side)	23	9	2
Phillip Street (south side)	14	17	2

\*All values rounded down

### Disabled parking permit survey

Following a meeting with CoPC on 6<sup>th</sup> February 2019 they indicated that a key issue on George Street with visitor parking is that it is currently being occupied throughout the day by disabled parking permit holders. RMS parking concessions state that for any parking zones limited to more than 30 minutes, disabled parking permit holders can park for an unlimited time.

Observational surveys were carried out on George Street to ascertain how many parked vehicles were displaying disabled parking permits. Surveys were

undertaken at 10:00 and 14:00 on Thursday 7<sup>th</sup> February 2019 and at midday on Saturday 9<sup>th</sup> February 2019.

The percentage of accessible parking permits in use for three sections of George Street are presented in Table 18.

Table 18: George Street - Disabled parking permit analysis

Section	Analysis Period	Spaces Occupied	Number of Disabled permits	% Disabled permits
O'Connell Street to Church Street	Thursday 10am	26	18	69
	Thursday 2pm	26	16	62
	Saturday 12pm	23	3	13
Church Street to Smith Street	Thursday 10am	30	12	40
	Thursday 2pm	31	14	45
	Saturday 12pm	29	4	14
Smith Street Macarthur Street	Thursday 10am	84	40	48
	Thursday 2pm	81	50	62
	Saturday 12pm	42	7	17

From analysing the data, the number of vehicles parked along George Street with a disabled parking permit displayed was significantly lower than on Saturday than Thursday. In both the surveyed periods on Thursday, the maximum percentage of vehicles displaying a disabled parking permit was high approximately 70%. The likelihood is this is related to commuters taking advantage of the parking exemptions for disabled parking permits holders on weekdays.

As part of the George Street Enabling works (Package 1) parking layouts and restrictions within the extent of works will be reconfigured. Amendments to the parking restrictions were considered to reduce the ability for users with disabled parking permits to occupy spaces throughout the working day. A strategy which has recently been implemented to address this issue in the City of Sydney is marking spaces as Loading zones until 10am and 1P after this time, discouraging commuters from using the spaces. Another strategy could be to reduce the restriction throughout the day to 30 minutes which would only allow disabled permit holders to park for up to 2 hours under RMS legislation.

### 2.3.4 Package 1 impacts and mitigation

The impacts and mitigations associated with the George Street Enabling works (Package 1) are described within this section. It should be noted that parking charges along George Street will not be amended as part of the works. CoPC manage parking charges within the CBD and it is to their discretion whether they choose to review these charges as part of the scheme.

### 2.3.4.1 Impact

The current programme for the George Street Enabling works (Package 1) will run from March 2019 to September 2019.

Table 19 indicates the existing provision and the revised parking numbers in the proposed layout.

Table 19: George Street Enabling works – Total parking impact

Parking restriction	No. Spaces	
	Existing	Proposed
<b>Visitor parking</b>		
1P (8am-6pm, Mon-Fri) / 2P (8am-6pm Mon-Fri, 8am-8pm Sat)	55	-
2P (8am-8pm, Mon-Sat)	51	4
2P (8am-8pm, Mon-Sat) / 4P (8am-8pm, Sun)	41	0
10P (8am-6pm, Mon-Fri)	72	66
½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat)	-	75
¼ P	4	6
<b>Total</b>	223	151
<b>Other</b>		
Loading zone	11	13
Disabled parking	2	2
Taxi zone	5	3
Mail zone	2	2
‘Authorised vehicle only’ (includes ambulance)	4	4
Work zone	7	0
<b>Total</b>	31	25

Two bus zones have also been incorporated on the southern side of George Street to provide suitable boarding and alighting points for buses that previously used Macquarie Street to travel westbound.

As part of the EIS, Table 6.10 of the OTTR outlines the off corridor parking impact in the Parramatta CBD precinct. This stated that all visitor parking except two 5-minute bays would be removed from George Street equating to a loss of 151 visitor spaces. Table 19 confirms that through refinement of the scheme the overall loss of visitor parking will only be 72 spaces, significantly less than the impact outlined in the EIS. With regards to all other proposed parking zones on George Street these will be equivalent in provision to the existing except for the following:

- 2 additional Loading zone spaces due to the future loss of a loading zone on Church Street as part of the Infrastructure Delivery works;

- A loss of 2 Taxi spaces as the parking survey showed the existing spaces are underutilised; and
- Removal of the work zone as it will not be required when the layout change is implemented in September 2019.

The visitor parking required (181) is greater than the quantum of visitor spaces provided in the proposed layout (151). Even with the spare capacity in the surrounding streets (9) demand outweighs the proposed capacity indicating further mitigation measures will be required.

### **Timeline for implementation**

The George Street Enabling works will be conducted in stages and predominately involve upgrading the various intersections within the extent of the works. The intersections which are due to be upgraded and timescales are:

- George Street / Harris Street / Macarthur Street (March 2019);
- George Street / Smith Street (April – September 2019);
- George Street / Charles Street (April – September 2019);
- George Street / Marsden Street (April – September 2019); and
- George Street / O’Connell Street (April – September 2019).

In all cases intersection works will be undertaken overnight. This will involve temporarily suspending parking around these intersections whilst the works take place and then reinstating the parking each morning. The exact temporary parking impact of the intersection upgrades is not currently available but will be provided by DWJV prior to the works commencing.

The only exception to this is the George Street / Harris Street / Macarthur Street intersection where 8 10P (8am-6pm, Mon-Sat) spaces will be permanently removed from the southern side of George Street east of the intersection once works commence (March 2019). As part of these works two 10P (8am-6pm, Mon-Sat) spaces will be provided on the northern side.

Following these upgrade works all other minor changes will be made to the George Street layout including line marking, signage etc. without impacting the existing parking. George Street will be converted to two-way operation in September 2019 at which stage the revised parking layout will be implemented.

The revised parking layout for George Street has been developed considering the key functions of George Street, impacts of the adjusted street layout and phenomena identified in the parking surveys.

### **O’Connell Street to Church Street**

The proposed parking layout between O’Connell Street and Church Street once George Street has been converted to two-way operation is outlined on Figure 52.

Figure 52: George Street proposed layout – O’Connell Street to Church Street



The following parking zones are proposed between O’Connell Street and Church Street (totalling 29 spaces):

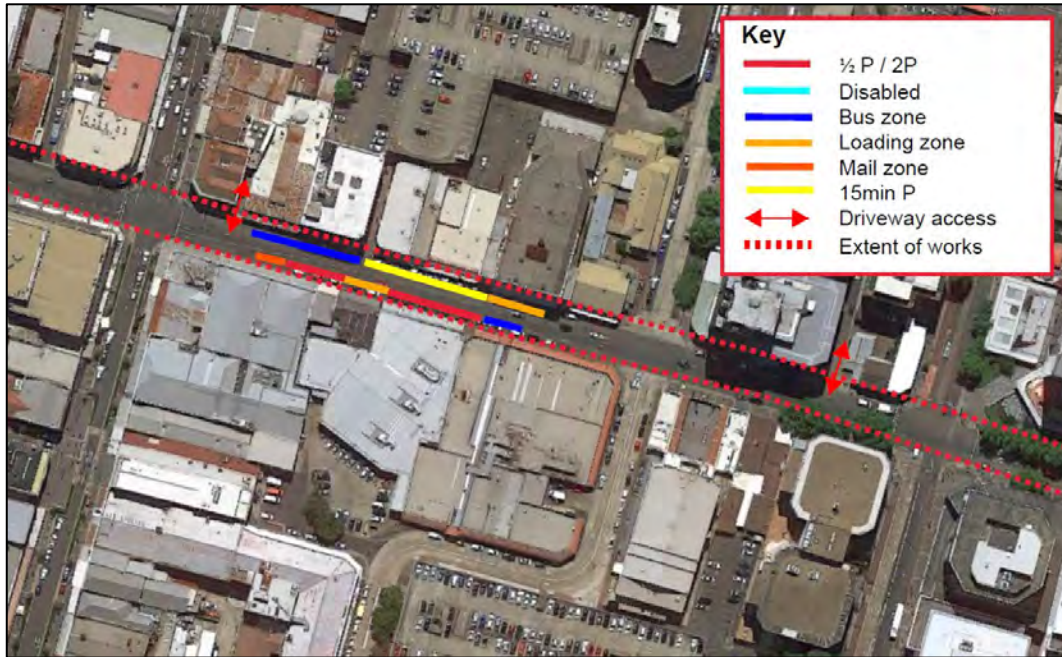
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the northern side between O’Connell Street and Marsden Street – 9 spaces;
- ‘Disabled permit only’ space on the northern side between O’Connell Street and Marsden Street – 1 space;
- ‘No parking (7.30am-6pm Mon-Fri, 8am-4pm Sat) ambulances accepted’ on the northern side between O’Connell Street and Marsden Street – 1 space;
- ‘No parking except Authorised Vehicles’ on the northern side between Marsden Street and Church Street – 3 spaces;
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the northern side between Marsden Street and Church Street – 1 space;
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the northern side between Marsden Street and Church Street – 2 spaces;
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the southern side between O’Connell Street and Marsden Street – 7 spaces;
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the southern side between Marsden Street and Church Street – 2 spaces; and
- Taxi zone spaces on the southern side between Marsden Street and Church Street – 3 spaces.

### Church Street to Smith Street

The proposed parking layout between Church Street and Smith Street once George Street has been converted to two-way is presented on Figure 53.



Figure 53: George Street proposed layout – Church Street to Smith Street



The following parking zones are proposed between Church Street and Smith Street (totalling 22 spaces):

- 1/4 P parking / Taxi zone (10pm-4am, Fri-Sat) on the northern side between Church Street and Horwood Place – 6 spaces;
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the northern side between Church Street and Horwood Place – 2 spaces;
- Mail zone space on the southern side between Church Street and Horwood Place – 1 space;
- 1/2 P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the southern side between Church Street and Horwood Place – 11 spaces; and
- Loading zone (8am-6pm, Mon-Sat) / 2P (6pm-8am, Mon-Sat) on the southern side between Church Street and Horwood Place – 2 spaces.

## Smith Street to Macarthur Street

The proposed parking layout between Smith Street and Macarthur Street is presented on Figure 54.

Figure 54: George Street proposed layout – Smith Street to Macarthur Street



The following parking zones are proposed between Smith Street and Macarthur Street (totalling 55 spaces):

- Mail zone space on the northern side between Smith Street and Charles Street – 1 space;
- Loading zone (9am-4pm, Mon-Fri) on the northern side between Smith Street and Charles Street – 3 spaces;
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the northern side between Smith Street and Charles Street – 10 spaces;
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the northern side between Charles Street and Macarthur Street – 11 spaces;
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the southern side between Smith Street and Charles Street – 6 spaces;
- ‘Disabled parking only’ space on the southern side between Smith Street and Charles Street – 1 space;
- Loading zone (9am-4pm, Mon-Fri) on the southern side between Charles Street and Macarthur Street – 2 spaces; and
- ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am Mon-Fri, 8am-8pm Sat) on the southern side between Charles Street and Macarthur Street – 21 spaces.

## Macarthur Street to Noller Parade

The proposed parking layout between Smith Street and Macarthur Street is presented on Figure 55.



Figure 55: George Street proposed layout – Macarthur Street to Noller Parade



The following parking zones are proposed between Macarthur Street and Noller Parade (totalling 70 spaces):

- 10P (8am-6pm, Mon-Fri) on the northern side west of the HMAS Parramatta memorial – 2 spaces;
- 10P (8am-6pm, Mon-Fri) on the northern side in front of the HMAS Parramatta memorial – 8 spaces;
- 2P (8am-6pm, Mon-Fri) on the northern side east of the HMAS Parramatta memorial – 4 spaces;
- 10P (8am-6pm, Mon-Fri) on the northern side east of the HMAS Parramatta memorial – 19 spaces; and
- 10P (8am-6pm, Mon-Fri) on the southern side – 37 spaces.

### 2.3.4.2 Mitigation

Stakeholder engagement and community consultation was conducted to aid in developing mitigation measures. Further details of this are provided in Section 3 and **Appendix C**.

The consultation indicated the aim for parking on George Street was to maintain its three key functions disabled access, servicing and parking for visitors to the surrounding businesses. The revised arrangement has maintained the same quantum of loading zones and disabled parking as in the existing arrangement. In addition to this a loading zone which will be removed from Church Street as part of the Infrastructure Delivery works (Package 4) will be provided on George Street. This loading zone has been incorporated between Marsden Street and Church Street on the northern side. To ensure suitable provision for visitors despite the loss of visitor parking, parking restrictions will be adjusted to increase turnover.

### **Spare capacity in surrounding streets**

The analysis of visitor parking on Phillip Street and Charles Street suggested that there was capacity to accommodate the demand for 9 spaces in these streets. Adjustments to parking restrictions on these streets to increase turnover could provide further capacity to accommodate future demand.

### **Adjustment of parking restrictions**

The Disabled parking permit survey indicated that particularly on weekdays a large amount of visitor parking is currently occupied by vehicles with a disabled parking permit. Vehicles displaying disabled parking permits are exempt from the 1P restriction that applies from 08:00 to 18:00.

As an initiative to increase the turnover of spaces the restriction for all proposed visitor parking from O'Connell Street to Macarthur Street will be adjusted to ½ P (8am-6pm, Mon-Fri) / 2P (6pm-8am, Mon-Fri, 8am-8pm Mon-Sat). This will mean that disabled parking permit holders will only be able to park for a maximum of 2 hours in these zones throughout the working day. Following the implementation of the revised restrictions. Impacts on surrounding parking zones will need to be monitored to ensure the issue with disabled parking permits is not relocated to other parking zones in the Parramatta CBD.

### **Spare capacity in off street car parks**

The impact to on street parking in the Parramatta CBD would be strengthened if CoPC could provide data from off street car parks indicating further capacity is available in these facilities.

### **Construction worker parking**

DWJV will design all works areas to accommodate any construction vehicles which they require for the works. It will not be acceptable to park these vehicles in parking zones on the surrounding streets.

DWJV will implement several strategies to minimise the number of DWJV staff and contractors driving to and from the O'Connell Street Enabling works. They will be informed of the parking restrictions in the vicinity of the works. Strategies to promote this will include instructing workers to choose either of these options:

- Use public transport to and from the works or active travel; and
- Carpool or ride sharing and park private vehicles in off street car parks.

These efforts will be made with the aim of leaving as many parking spaces as possible for the users of George Street and the surrounding land uses.

## **2.3.5 Package 4 impacts and mitigation**

Parking impacts associated with Infrastructure (package 4) are included in Volume 2.

### 2.3.6 Package 5 – Operational strategy

Parking impacts associated with operations (Package 5) would be addressed in Volume 3, if required.

## 2.4 Rosehill and Camellia precinct

Parking impacts associated with Infrastructure (package 4) are included in Volume 2. Parking impacts associated with operations (Package 5) would be addressed in Volume 3, if required.

There are no parking impacts for Package 3 works.

## 2.5 Carlingford precinct

Parking impacts associated with Infrastructure (package 4) are included in Volume 2. Parking impacts associated with operations (Package 5) would be addressed in Volume 3, if required.

## 3 Engagement and feedback

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### 3.1 Stakeholders

To satisfy Condition E11 (c) an engagement strategy has been developed to identify stakeholders and members of the community to be consulted, distribute key information, plan community forums and set procedures and mechanisms for feedback and comment.

The aim of the engagement strategy is to disseminate clear information on the impacts of each stage of works, provide suitable timescales for consultation and appropriate mechanisms to comment.

All relevant road authorities will be engaged through workshops where the parking management strategy for a specific section of works will be presented. The following stakeholders will be invited to these workshops:

- City of Parramatta Council;
- Roads and Maritime Services; and
- Sydney Co-ordination Office.

The document will then be issued to all stakeholders who will have a 2-week period to provide comments. All comments received following these consultation sessions including responses have been recorded in the Consultation Log presented in **Appendix C**. This strategy for each package of works will be updated where required to satisfy the comments.

#### 3.1.1 North Parramatta

A stakeholder engagement workshop was held on Wednesday 6<sup>th</sup> February to discuss the Parking Management Strategy relating to the O'Connell Street Enabling works (Package 1). All feedback received from stakeholders and responses are presented in **Appendix C**.

In order to expand the resident parking scheme community consultation is required over a four-week period. The consultation process was commenced by CoPC with a letter to residents on 31 January.

Once the consultation period has closed, the responses will be considered at the Council's Local Traffic Committee meeting on 21 March 2019.

#### 3.1.2 Westmead Precinct

A stakeholder engagement workshop was organised on the 17<sup>th</sup> December 2018 to discuss the Parking Management Strategy relating to the O'Connell Street Enabling works (Package 1). All feedback received from stakeholders and responses are presented in **Appendix C**.

### 3.1.3 Parramatta CBD precinct

A stakeholder engagement workshop was held on 6<sup>th</sup> February to discuss the proposals for the George Street Enabling works (Package 1). A revised report was submitted to the Stakeholders on the 1<sup>st</sup> April to collect further comments.

## 3.2 Community

The community will also be engaged on all parking impacts and mitigation measures. A variety of methods will be used to achieve this, including:

- Public engagement sessions;
- Letter drops; and
- Articles in local papers.

Community engagement surveys tailored for each section of works have been conducted by TfNSW's mobile community engagement team. Analysis of these surveys are presented in the following section of the report and have the potential to drive amendments to the strategy.

### 3.2.1 North Parramatta precinct

#### **Residents engagement survey**

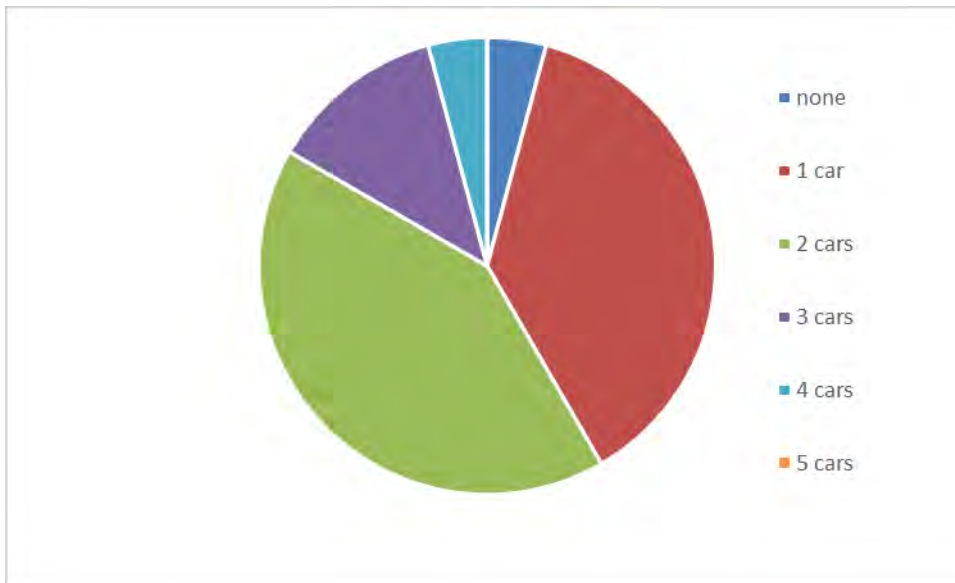
A community engagement survey was undertaken by TfNSW's mobile public engagement team in October 2018. Community opinions were collected by questionnaire to understand resident parking requirements, and opinions on the O'Connell Street Enabling works (Package 1). The questionnaire is presented in **Appendix D**.

Forty-eight survey responses were received from residents along O'Connell Street and Dunlop Street. Analysis of the data was undertaken, and key metrics are presented below.

Data collected on car ownership suggests that 83% of households own two cars or less, this is outlined on Figure 56.

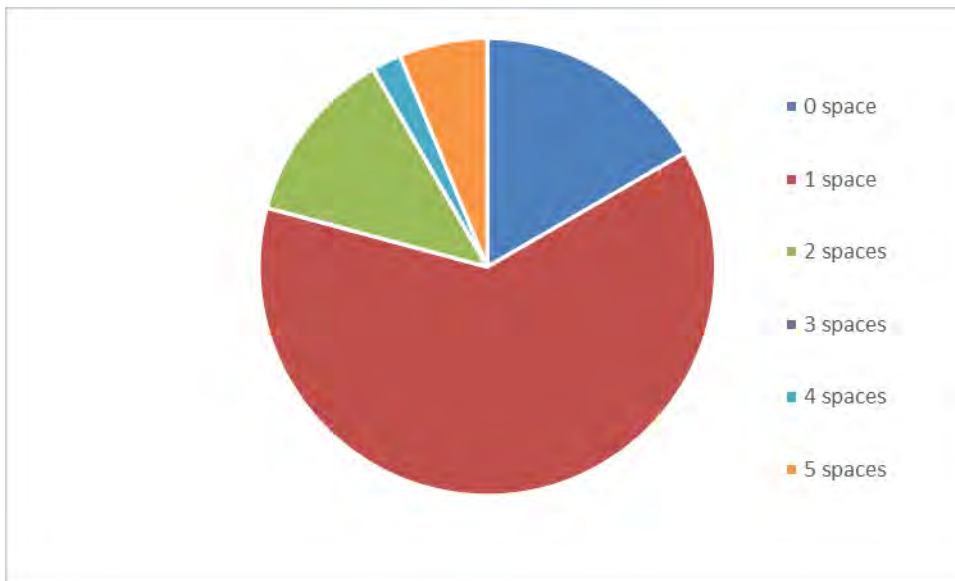


Figure 56: O’Connell Street car ownership per household



The percentage of households that have off-street parking is 72%. This generally being space for one vehicle. The off-street parking capacity by household is presented in Figure 57.

Figure 57: O’Connell Street off street parking capacity by household



Of the residents surveyed 15 (31%), currently have residential parking permits, and 70% of households use on street parking. This data suggests that residents are predominately using off street parking for their second car, or to accommodate visitors.

Residents noted that the most common complaint related to on-street parking spaces were local employees/tradesmen and visitors taking up the parking spaces.

A number of respondents, particularly those living along the section of O’Connell Street near the Parramatta Stadium, raised concerns about their on-street parking

spaces being fully utilised when the stadium re-opens, limiting available parking opportunities for both residents and visitors on the street.

Most residents who responded to the survey appear to be dissatisfied with the removal of on-street parking spaces on O'Connell Street and Dunlop Street as a result of PLR. 92% of the respondents indicated that the removal of on-street parking spaces would have a medium or high impact on their household and/or visitors.

### 3.2.2 Westmead Precinct

#### Residents engagement survey

A community engagement survey was undertaken by TfNSW's mobile public engagement team between 31<sup>st</sup> January and 13<sup>th</sup> February 2019. Community opinions were collected by questionnaire to understand resident parking requirements and opinions on PLR in the Westmead precinct. The questionnaire is presented in **Appendix D**.

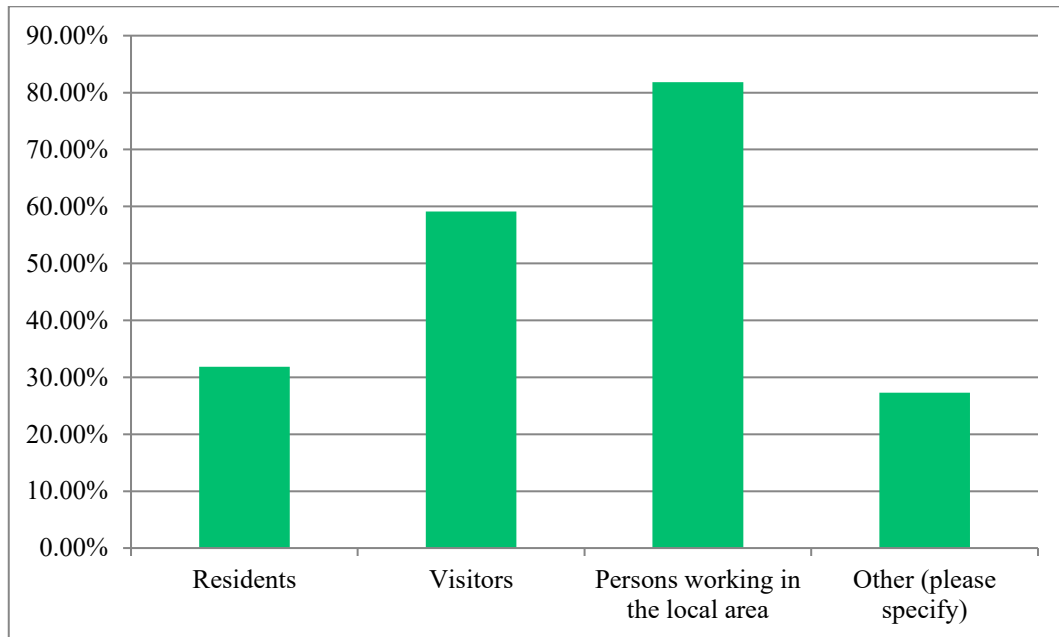
Twenty-two survey responses were received from residents along Hawkesbury Road and nearby surrounding streets in Westmead. Analysis of the data was undertaken, and key metrics are presented below.

The data indicated that half of residents on Hawkesbury Road intend to use the PLR when completed. Of the residents surveyed 11 of them (50%), were supportive of the light rail. Over half of residents indicated that the removal of parking from Hawkesbury Road will have a medium to high impact to their household and/or visitors.

Data collected on car ownership suggests that the average household owns one car. Furthermore, 82% of the residents surveyed have off-street parking, with the average residence having two off-street parking spaces. This indicates residents are predominately using the on street parking for their visitors.

As expected the percentage of households that require on-street parking for visitors is 68%, with on average requiring one parking space daily. Data collected on who residents think are using the on street parking is presented in Figure 58.

Figure 58: Westmead precinct – on-street parking users (resident survey)



This indicates that Westmead Hospital employees may be using a large proportion of the on street parking. As part of the Westmead Hospital Redevelopment increased parking is being provided across the campus which may reduce the amount of Westmead Hospital employees parking in the Westmead precinct increasing availability for residents despite the loss of parking on Hawkesbury Road.

**Business engagement survey**

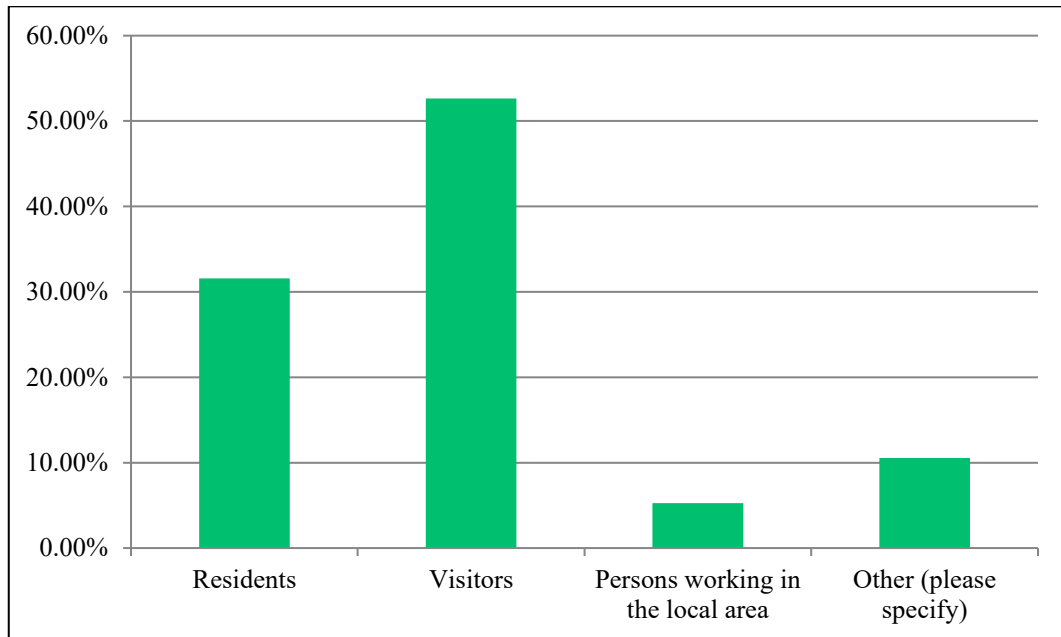
A business engagement survey was undertaken by TfNSW’s mobile public engagement team between 31<sup>st</sup> January and 13<sup>th</sup> February 2019. Opinions from businesses were collected by questionnaire to understand resident parking requirements and opinions on PLR in the Westmead precinct. The questionnaire is presented in **Appendix D**.

Twenty-one survey responses were received from local businesses along Hawkesbury Road and nearby streets in Westmead. A large proportion of the surveyed businesses were located on Hawkesbury Road between Railway Parade and Queens Road so are more likely to be impacted by the Package 4 works than the Package 2: (Activity A) works.

Analysis of the data indicated that approximately half of the respondents (48%) are supportive of the light rail. Approximately one-third of businesses surveyed indicated that they or their staff will travel to work using the light rail.

According to the surveyed businesses in the area, the majority of on-street parking is currently utilised by visitors and residents, with only 5% being attributed to persons working in the local area (see Figure 59). Further, over half of the businesses indicated that the removal of parking from Hawkesbury Road will have a high impact on their premises and visitors.

Figure 59: Westmead precinct – on-street parking users (business survey)



89% of businesses indicated that their visitors require on-street parking, particularly between 9am and 4pm. On average, the businesses utilise four spaces for 2 hours or less. The majority of business deliveries currently occur by small trucks or utes/vans at the rear of the business. 29% of deliveries occur on the kerbside in front of the business.

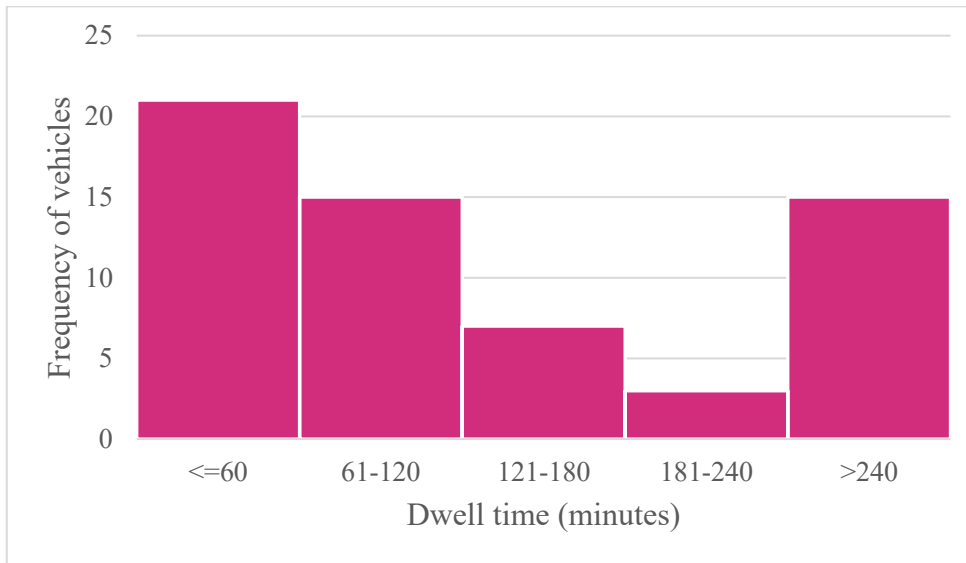
Overall, the largest concern for businesses in the Westmead precinct is the provision of nearby visitor parking that will allow for a high-turnover (i.e. short-stay).

**Disabled parking observational user survey**

As part of the Hawkesbury Road Widening works the key focus was to ensure any adjustments to the provision of disabled parking would not inhibit mobility impaired users from accessing the hospital. To ensure a holistic understanding of the usage of these spaces, including the end trip destination for users, an observational survey was undertaken on 29<sup>th</sup> and 30<sup>th</sup> January 2019. The questionnaire from this user survey is presented in **Appendix D**.

A total of 61 vehicles were observed to have parked in the accessible parking spaces along Hawkesbury Road over the two survey days. The results of this survey indicated a mean average dwell time of 147 minutes. The majority of vehicles had a dwell longer than an hour. This can be seen in Figure 60, which displays the frequency of different dwell time ranges.

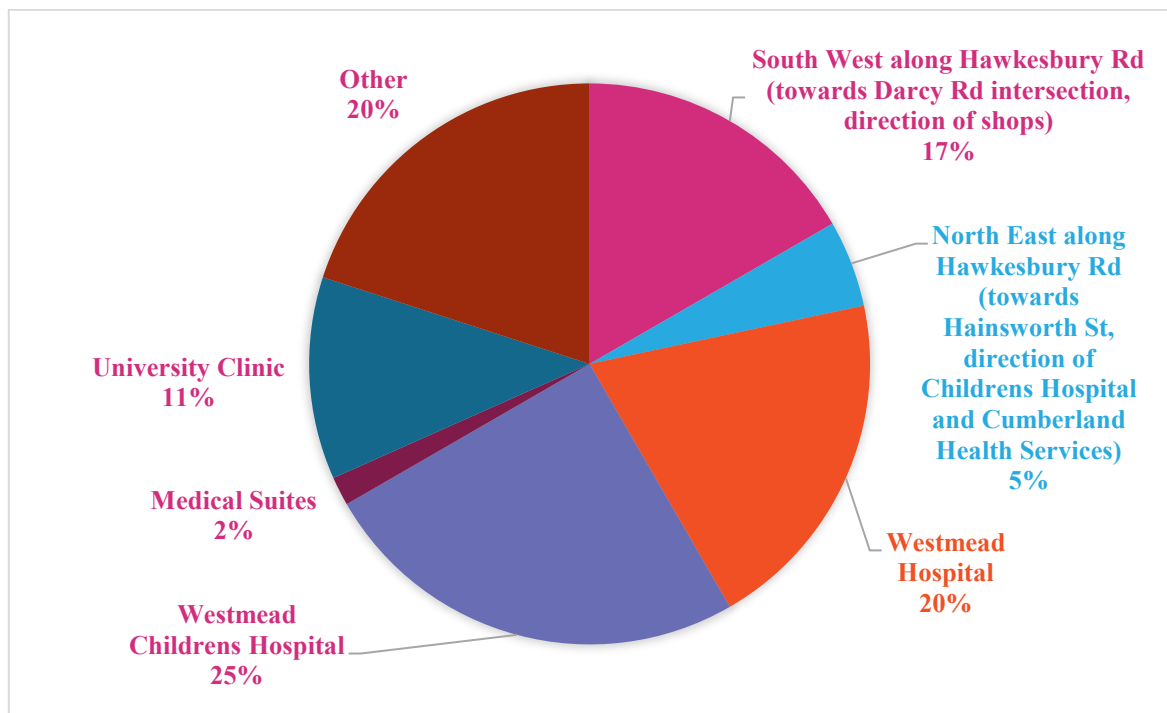
Figure 60: Hawkesbury Road disabled bays – dwell times



The average number of occupants in each vehicle was 1.6 people, which showed that people were likely to be travelling with others. The frequency of children among the occupants was also common, occurring almost 1 in every 4 vehicles.

A large proportion of occupants who parked in the disabled parking spaces on Hawkesbury Road were found to have final destinations relating to Westmead Hospital. The various destinations of occupants are presented in Figure 61.

Figure 61: Destination of occupants



There were some additional observations made throughout the survey. There were five vehicles that made illegal manoeuvres when accessing or egressing the

parking space. Six vehicles were found to have been parked illegally, due to having a disabled permit that was expired, incorrect or presented face down.

### 3.2.3 Parramatta CBD precinct

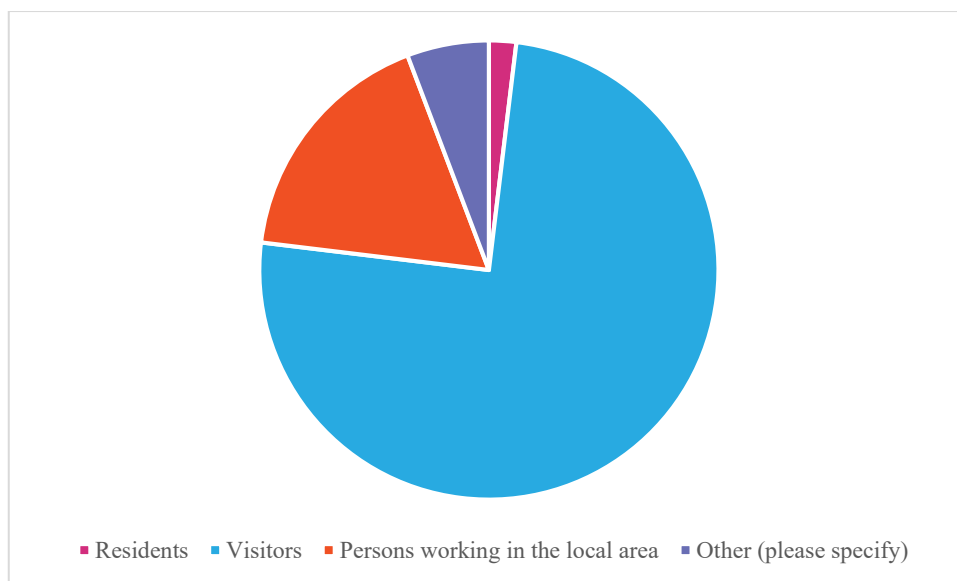
#### Servicing and delivery engagement survey

An engagement survey for George Street was carried out between 23 January and 6 February. Feedback was collected by questionnaire, questions related to parking requirements, and opinions on the George Street Enabling works (Package 1). The questionnaire is presented in **Appendix D**.

Fifty-six responses were received from local businesses along the length of George Street from O’Connell Street to Harris Street.

45% of business believed that the removal of a number of parking spaces on George Street as part of the Package 1 Enabling works would have a high impact on their premises and visitors. Figure 62 indicates who businesses thin are using the existing parking on George Street, suggesting 75% of spaces are used by visitors.

Figure 62: George Street parking utilisation according to local businesses



On average businesses stated that they used two on street spaces with approximately 80% suggesting that visitors to their premises required on street parking. The data indicated the key period when visitors require this parking is throughout the day between 09:00 and 16:00. When asked about how long they or their visitors required on street parking for approximately 90% indicated durations under 2 hours. Over 50% of businesses indicated that their businesses were serviced from kerbside on George Street predominantly using Utes, vans or small trucks.

This data indicates that George Street serves two purposes for local businesses. It provides short term access for visitor using motor vehicles and allows their premises to be serviced efficiently. Both these functions should be maintained in

the revised George Street design with a focus on ensuring turnover of parking is high to maximise the capacity for visitors.

### **3.2.4 Cumberland precinct**

This precinct is not relevant to the this volume. Refer to volume 2 for more information.

### **3.2.5 Rosehill and Camellia precinct**

This precinct is not relevant to the this volume. Refer to volume 2 for more information.

### **3.2.6 Carlingford precinct**

This precinct is not relevant to the this volume. Refer to volume 2 for more information.

## 4 Monitoring strategy

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Following the implementation of the PMS for each stage of works, it will be important to periodically monitor the ongoing operations. This is in response to the dynamic nature of on and off-street parking demand. Variations in land-use, the efficiency of the public transport network, unplanned events and general performance of the road network can and will affect the success of parking interventions.

Section E11 (f) in the conditions of consent requires “*Monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.*”

As a general approach, following the implementation of the parking measures a six-month period is normally needed to embed the changes, and for users to adapt to the changed conditions. It is proposed to initiate monitoring following this six-month transition period, with:

- An initial six-month review; and
- Every 12 months after that.

Monitoring will include parking surveys, analysis and response to any issues<sup>1</sup>.

Community and stakeholder responses and feedback are to be constantly monitored by Transport for NSW and the relevant contractor throughout all works, and if significant concerns are identified they can be monitored and addressed on a case by case basis.

In addition to the general monitoring requirements, specific requirements for each section of the works are detailed below.

### 4.1 North Parramatta precinct

#### 4.1.1 O’Connell Street Enabling works (Package 1)

Enabling works on O’Connell Street will have a significant impact on parking as the road is widened to four lanes removing all parking lanes. Several targeted parking mitigation measures are proposed to be implemented to help to manage the loss of parking. These mitigation measures will need to be reviewed in parallel with the more general monitoring tasks.

Additional monitoring will be required by the contractor (or agreed party) every month for the first six months to understand:

- The implementation of the expanded residential parking catchment;
- Monitor parking availability when the ‘No Stopping’ zone applies from 06:00-19:00, Monday to Friday.

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<sup>1</sup> Detailed monitoring requirements can be developed in partnership with TfNSW at a later stage.



The initial monitoring period, will be used to find the right balance of mitigation measures. Thereafter reviews will take place at key change points in the project (i.e. end of the enabling works).

## **4.2 Westmead Precinct**

### **4.2.1 Hawkesbury Road Widening works (Package 2: Activity A)**

The Hawkesbury Road Widening works will have a significant impact on disabled parking in relation to Westmead Hospital as it is being relocated to the eastern side of Hawkesbury Road. Usage of the relocated spaces and any issues for mobility impaired users accessing the hospital will be monitored for 3 months after implementation. The surrounding streets in the Westmead precinct will be monitored to identify any conflicts between residents and other users as the overall parking supply in the area has been reduced.

## **4.3 Parramatta CBD precinct**

### **4.3.1 George Street Enabling works (Package 1)**

As part of the George Street Enabling works parking restrictions will be adjusted on between O'Connell Street and Macarthur Street. The main reasons for this are to reduce the number of users with disabled parking permits using visitor parking throughout the day and increase turnover. A survey will be conducted 6 months after amendments to the parking restrictions to ascertain whether:

- The revised restrictions have reduced the number of disabled parking permits being used on George Street (9am-6pm, weekdays); and
- Parking zones in the surrounding area are not suffering from the issues George Street was previously experiencing with disabled parking permits due to the changes to restrictions.

If unforeseen impacts are observed a further study into adjusting parking restrictions in the Parramatta CBD will be conducted.

## **4.4 Cumberland precinct**

Cumberland precinct is not covered in the Enabling Works Stage as described in this volume. Refer to volume 2 for monitoring strategy.

## 4.5 Rosehill and Camellia precinct

Rosehill and Camellia precinct is not covered in the Enabling Works Stage as described in this volume. Refer to volume 2 for monitoring strategy.

## 4.6 Carlingford precinct

Carlingford precinct is not covered in the Enabling Works Stage as described in this volume. Refer to volume 2 for monitoring strategy.

## **Appendix A**

### Letters of Approval

Our Reference: TS 2019 5  
Contact: Saniya Sharmeen  
Telephone: 9806 5645  
Email: [traffic@cityofparramatta.nsw.gov.au](mailto:traffic@cityofparramatta.nsw.gov.au)

31 January 2019

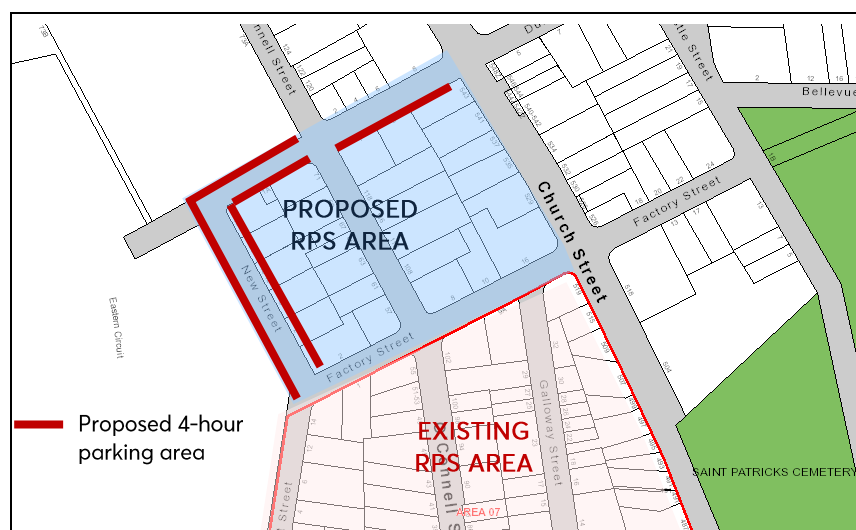
«PreferredName»  
«MailHouseNumber» «MailStreet»  
«MailSubrubPostcode»

Dear Resident

### Proposed Extension of Resident Parking Scheme (RPS) in Dunlop Street and New Street, North Parramatta

As part of Parramatta Light Rail (PLR) Enabling Works, O'Connell Street and Barney Street will be upgraded to provide two travel lanes in each direction. This change will remove on-street parking from O'Connell Street.

To provide on-street parking to affected residents and their visitors, City of Parramatta Council is proposing to extend the existing Resident Parking Scheme (RPS) to include all residential dwellings located in the area bounded by Church Street Dunlop Street New Street and Factory Street (refer to the blue shaded area on the map below). As part of the RPS, it is proposed to install a '4P 8am-6pm Mon-Fri Permit Holders Excepted Area 07' restriction on New Street and Dunlop Street as shown on the map below.



Each residential property within the RPS area would be eligible for 2 Resident Parking Permits and 1 Transferable Visitor Permit at an annual cost of \$14.70 each (according to the Schedule of

**Contact us:**

[council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au) | 02 9806 5050  
[@cityofparramatta](https://www.cityofparramatta.nsw.gov.au) | PO Box 32, Parramatta, NSW 2124  
ABN 49 907 174 773 | [cityofparramatta.nsw.gov.au](https://www.cityofparramatta.nsw.gov.au)

Fees and Charges for 2018/2019 – valid for 1 year from the date of issue). Permits are not available for businesses or organisations.

If you wish to make a submission regarding the proposed changes, please complete the attached survey form and return it to Council in the reply paid envelope or via e-mail to [traffic@cityofparramatta.nsw.gov.au](mailto:traffic@cityofparramatta.nsw.gov.au) by Friday, 22 February 2019. Note if replying by email please include your street address and survey reference number TS 2019 5.

For further information, please contact Council's Traffic and Transport Engineer, Saniya Sharmeen on 9806 5645.

Yours sincerely



Richard Searle

**Service Manager, Traffic & Transport**

Attach: Survey Form  
Reply Paid Envelope



## DUNLOP STREET AND NEW STREET, NORTH PARRAMATTA PROPOSAL TO EXTEND RESIDENT PARKING SCHEME

TS 2019 5

1. Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

2. Please tick one of the boxes below

OPTION 1: That '4P 8am -6pm Mon-Fri Permit Holders Excepted Area 07' restriction be installed in Dunlop Street and New Street, North Parramatta as detailed in the attached letter

OPTION 2: No changes required

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Please return the completed questionnaire in the reply paid envelope provided or Email – [traffic@cityofparramatta.nsw.gov.au](mailto:traffic@cityofparramatta.nsw.gov.au) on or before Friday, 22 February 2019.

**Contact us:**

council@cityofparramatta.nsw.gov.au | 02 9806 5050  
@cityofparramatta | PO Box 32, Parramatta, NSW 2124  
ABN 49 907 174 773 | [cityofparramatta.nsw.gov.au](http://cityofparramatta.nsw.gov.au)

## **Appendix B**

### **Parking Occupancy and Observational Surveys / Data**

TTM Data

TTM Reference: 19SYD001  
 Location: Parramatta CBD  
 Date: Saturday, February 16, 2019  
 Weather: Fine  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park				
Charles St (Street "A")	East	A1E	Phillip and George	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	Yes			
				Disability Parking	1	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	2	0	0	Yes	
				2P 8am-8pm M-F 4P 8am-8pm S	8	0	0	3	7	7	5	6	6	4	2	2	3	8	8	8	8	8	8	8	0	
				No Parking (Authorised Vehicles Excepted)	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	
				Loading zone	2	0	0	2	2	2	1	2	2	2	2	1	1	1	1	1	0	2	2	2	2	
				No Parking (Buses and Coaches Excepted)	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	Yes
	A2E	George and Union	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	6	1	1	2	3	6	3	2	3	3	1	1	0	4	6	6	6	6	6	6			
	A3E	Union and Macquarie	1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	4	0	2	4	4	4	3	2	1	2	2	2	0	0	0	4	4	2	2				
			Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S)	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	2	2			
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	West	A1W	Phillip and George	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				2P 8am-8pm M-F 4P 8am-8pm S	5	0	0	2	2	4	4	2	3	2	4	4	4	5	5	5	5	5	5			
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Taxi Zone	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		A2W	George and Union	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	7	0	0	3	4	4	5	4	5	3	0	0	2	7	7	7	6	6	6			
	A3W	Union and Macquarie	1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	1	0	0	0	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1				
No Parking			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	Yes			
<b>Total</b>					41	2	4	16	24	30	26	20	23	18	13	12	12	29	35	40	34					
<b>Unoccupied</b>					39	37	37	25	17	11	15	21	18	23	28	29	12	6	1	7	7					
<b>Percentage Occupied</b>					5%	10%	39%	59%	73%	63%	49%	56%	44%	32%	29%	29%	71%	85%	98%	83%						

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
North	C1N	O'Connell and Marsden	No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	5	0	0	0	0	2	4	4	3	4	4	4	4	2	2	4	5	2	2		
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	4	0	0	2	2	4	2	4	2	3	3	3	2	0	4	4	1	1	1		
			Disability Parking	1	0	0	0	1	1	0	1	1	1	1	1	1	1	1	1	1	1	0	0	
			No Parking (Ambulance Vehicles Excepted 7:30am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
	C2N	Marsden and Freemasons	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Parking (Police Vehicles Excepted)	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	C3N	Freemasons and Church	Taxi Zone	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	C4N	Church and Horwood	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Taxi Zone	2	0	0	1	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	10	1	4	8	10	10	9	10	10	10	10	10	10	10	10	10	10	10	10	10	
			Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S	2	0	0	2	2	1	2	2	2	1	1	1	1	1	2	2	2	2	1	1	
	C5N	Horwood and Smith	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	6	0	3	5	4	6	6	6	6	6	5	5	2	6	6	6	6	6	6		
C6N	Smith and Barrack	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S	3	0	0	0	0	0	0	0	1	1	0	1	1	0	3	3	3	3	3	3		
		2P 8am-8pm M-S	2	0	1	1	2	1	2	2	2	2	2	1	1	2	2	2	2	2	2	2		
C6N	Smith and Barrack	Post Zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P 8am-8pm M-S	2	0	1	1	2	2	2	2	2	2	1	0	1	1	1	1	2	2	2	2		





H12N	Erby and Dirrabarri	Bus Zone																		Yes				
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	
North	H6N	Dirrabarri and Horwood	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	2	0	2	0	1	1	2	2	2	1	2	2	1	2	2	2	2	2	2	2	Yes
			1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	7	0	1	2	7	4	6	6	6	6	4	3	3	7	7	7	7	7	7	7	
	H7N	Horwood and Wilde	No Stopping (Taxis Excepted 1 minute)	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0		
			No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H8N	Wilde and George Khattar	2P 8am-8pm M-F 4P 8am-8pm S	3	0	3	3	2	1	3	3	0	3	2	1	2	3	3	3	3	3	3		
			No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H9N	George Khattar and Charles	Loading Zone (8am-6pm M-S), 2P6pm-8pm M-S	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1				
			2P 8am-8pm M-F 4P 8am-8pm S	8	2	5	4	7	8	7	6	6	6	7	6	5	7	7	8	8				
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			2P 8am-8pm M-F 4P 8am-8pm S	6	2	2	4	5	6	5	3	5	5	5	2	5	6	6	5					
			Disability Parking	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Bus Zone			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Parking			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
South	H15	Marsden and Freemasons	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	Yes	
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H25	Freemasons and Church	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H35	Church and Phillip	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Loading Zone	2	0	0	1	2	0	0	1	0	0	0	0	1	0	1	1	1	1	1	1	
	H55	Erby and Dirrabarri	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	9	1	7	6	9	7	10	7	5	8	8	8	7	8	7	8	8	8	8	Yes	
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H65	Dirrabarri and Horwood	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	10	0	0	1	4	8	5	7	7	6	6	5	4	7	7	7	8	8	8		
			No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
	H75	Horwood and Smith	No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			No Parking	0	0	0	3	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	Yes
	H8N	Smith and George Khattar	Disability Parking	2	0	0	0	0	0	1	1	1	2	1	1	0	1	0	1	0	1	1	1	
2P 8am-8pm M-F 4P 8am-8pm S			6	1	5	5	5	5	5	4	4	4	4	5	2	5	5	6	5					
No Stopping			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Yes	
No Parking			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post Zone			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Parking			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Loading Zone (8am-6pm M-F 8am-4pm S), 4P 6pm-8pm M-F 4pm-8pm S			1	0	0	0	0	1	0	0	0	0	0	0	1	2	2	2	2	2	2	2	Yes	
H9N	George Khattar and Charles	2P 8am-8pm M-F 4P 8am-8pm S	6	0	0	4	5	6	6	4	3	3	2	3	2	5	5	6	6	6	6			
		No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>			75	8	27	36	52	51	54	51	42	47	44	42	31	60	55	60	62	62				
<b>Unoccupied</b>			67	48	39	23	24	21	24	33	28	31	33	44	15	20	15	13						
<b>Percentage Occupied</b>			11%	36%	48%	69%	68%	72%	68%	56%	63%	59%	56%	41%	80%	73%	80%	83%						

Phillip St  
(Street "H")

TTM Data

TTM Reference: 19SYD0001  
 Location: Parramatta CBD  
 Date: Thursday, February 7, 2019  
 Weather: Fine  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park			
Charles St (Street "A")	East	A1E	Phillip and George	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				Disability Parking	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
				2P 8am-8pm M-F 4P 8am-8pm S	8	4	3	6	7	7	7	7	8	8	6	8	7	3	6	8	7	6			
				No Parking (Authorised Vehicles Excepted)	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	
				Loading zone	2	0	0	2	2	2	2	1	2	2	2	2	2	1	1	1	1	0	2	2	
				No Parking (Buses and Coaches Excepted)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A2E	George and Union	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	6	1	2	5	6	6	6	6	6	6	6	6	6	4	1	2	2	3	3			
	A3E	Union and Macquarie	1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	4	3	4	4	4	4	4	4	4	4	4	3	3	3	1	2	0	2	1			
			Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S)	2	0	1	1	2	2	1	2	2	0	0	0	0	0	0	1	0	0	0			
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	West	A1W	Phillip and George	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				2P 8am-8pm M-F 4P 8am-8pm S	5	1	1	4	5	5	4	4	4	4	4	4	4	4	4	4	5	4	3		
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A2W	George and Union	Taxi Zone	4	0	0	1	3	3	4	0	1	0	2	2	0	0	0	0	0	0	0		
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A3W	Union and Macquarie	1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	7	2	5	7	8	8	8	8	8	8	7	7	7	6	7	7	7	7	4	Yes	
	No Parking			1	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	Yes	
					<b>Total</b>	41	12	18	32	39	39	36	40	36	31	32	30	25	24	29	19				
					<b>Unoccupied</b>	29	23	9	2	2	5	1	5	10	9	11	21	16	17	12	22				
					<b>Percentage Occupied</b>	29%	44%	78%	95%	95%	88%	98%	88%	76%	78%	73%	49%	61%	59%	71%	46%				

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
North	C1N	O'Connell and Marsden	No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	5	0	4	5	5	5	5	5	5	5	4	4	4	4	5	5	5	3			
			No Stopping	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	Yes
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	4	1	3	4	3	4	4	4	4	4	4	4	4	1	2	3	4	2			
			Disability Parking	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	0	0	1	1	
			No Parking (Ambulance Vehicles Excepted 7:30am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
	C2N	Marsden and Freemasons	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Parking (Police Vehicles Excepted)	3	0	0	1	3	3	3	3	3	3	3	3	3	2	0	0	0	0	0	0	
	C3N	Freemasons and Church	Taxi Zone	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	C4N	Church and Horwood	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	C5N	Horwood and Smith	Taxi Zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
			1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	10	10	8	6	8	9	10	9	9	9	8	8	9	10	11	10	10	10	10	10	Yes
			Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S	2	2	0	1	2	2	2	2	2	2	1	1	1	1	2	2	2	2	2	2	
			No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	C6N	Smith and Barrack	1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S	6	3	2	6	6	6	6	6	6	6	6	6	6	6	4	5	6	6	5		
			No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C6N	Smith and Barrack	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S	3	0	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1		
		2P 8am-8pm M-S	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1		
C6N	Smith and Barrack	Post Zone	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P 8am-8pm M-S	2	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	1	1			



Street	Zone	Address	Zone Description	Occupancy Data																	Notes		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		18	19
Phillip St (Street "H")	North	H6N	Dirrabarri and Horwood	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	2	0	0	0	1	1	2	2	2	2	1	1	0	2	2	2	2		
		H7N	Horwood and Wilde	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S No Stopping (Taxis Excepted 1 minute)	7 2	0 0	0 0	4 0	7 0	7 0	6 0	6 0	6 0	6 0	6 0	6 0	5 0	6 0	6 0	6 0	6 0	4 0	
		H8N	Wilde and George Khattar	No Stopping (Taxis Excepted 1 minute) 2P 8am-8pm M-F 4P 8am-8pm S	1 3	1 3	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 2	
		H9N	George Khattar and Charles	Loading Zone (8am-6pm M-S), 2P6pm-8pm M-S	1	0	1	1	0	0	0	0	1	1	1	1	0	0	1	1	1		
				2P 8am-8pm M-F 4P 8am-8pm S	8	4	7	7	8	8	8	8	8	7	8	7	4	7	8	6	4		
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P 8am-8pm M-F 4P 8am-8pm S	6	0	3	5	5	5	6	5	4	5	3	3	6	5	5	0			
				Disability Parking	1	0	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1	
				Bus Zone	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	Yes
		No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	South	H15	Marsden and Freemasons	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Yes
		H2S	Freemasons and Church	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		H3S	Church and Phillip	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		H4S	Phillip and Erby	Loading Zone	2	0	1	1	1	1	1	1	1	2	0	2	1	1	1	1	0		
		H5S	Erby and Dirrabarri	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S	9	1	6	5	9	8	7	7	7	7	6	7	7	8	8	8	8		
		H6S	Dirrabarri and Horwood	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		H7S	Horwood and Smith	1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S No Stopping (Taxis Excepted 1 minute)	8 1	2 0	3 0	5 0	7 0	7 0	7 0	8 0	8 0	7 0	8 0	8 0	6 0	7 0	7 0	6 0	3 0		
		H8N	Smith and George Khattar	No Stopping (Taxis Excepted 1 minute)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				No Parking	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0
		H9N	George Khattar and Charles	Disability Parking	2	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	
2P 8am-8pm M-F 4P 8am-8pm S	6			2	3	6	6	6	6	6	6	6	6	4	3	4	5	4	3				
No Stopping	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
No Parking	0			0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	Yes		
Post Zone	1			0	0	0	1	0	0	0	0	1	1	0	1	0	1	0	0	0			
No Parking	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H9N	George Khattar and Charles	Loading Zone (8am-6pm M-F 8am-4pm S), 4P 6pm-8pm M-F 4pm-8pm S	1	0	0	1	1	1	0	1	1	1	0	0	1	2	2	1					
		2P 8am-8pm M-F 4P 8am-8pm S No Stopping	6 0	2 0	5 0	6 0	6 0	5 0	6 0	5 0	6 0	5 0	6 0	5 0	4 0	6 0	6 0	5 0	2 0				
<b>Total</b>				74	18	34	46	63	60	61	60	58	55	54	49	40	54	59	55	35			
<b>Unoccupied</b>				56	40	28	11	14	13	14	16	19	20	25	34	20	15	19	39				
<b>Percentage Occupied</b>				24%	46%	62%	85%	81%	82%	81%	78%	74%	73%	66%	54%	73%	80%	74%	47%				

# Thursday 22<sup>nd</sup> November 2018

## TTM Data

TTM Reference: 18SYD0207  
 Location: Hawkesbury Rd, Westmead  
 Weather: Fine  
 Notes:



### Thursday, 22 November 2018

Total Area Capacity	Capacity	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30
	57	37	37	47	47	50	50	47	48	50	53	55	55	52	50	53	54	54	50	56	53	55	51	51	46	45	45	45	46	51	46	41	42
<b>Unoccupied</b>	20	20	10	10	7	7	10	9	7	4	2	2	5	7	4	3	3	7	1	4	2	6	6	11	12	12	12	11	6	11	16	15	
<b>Percentage</b>	65%	65%	82%	82%	88%	88%	82%	84%	88%	93%	96%	96%	91%	88%	93%	95%	95%	88%	98%	93%	96%	89%	89%	81%	79%	79%	79%	81%	89%	81%	72%	74%	

### Thursday, 22 November 2018

Location	Side	Zone ref	Capacity	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30
Hawkesbury Rd	West	A	4	0	0	3	3	3	3	4	4	4	4	4	4	4	3	3	4	4	4	5	4	5	3	3	3	3	3	2	3	4	3	2	2
		B	10	4	4	6	3	6	6	5	6	8	8	8	9	9	9	8	8	7	7	8	9	8	7	7	6	6	6	6	9	9	8	8	8
		C	7	5	5	6	7	8	7	6	6	7	7	7	7	5	5	7	6	7	6	7	7	7	7	7	7	7	7	7	6	7	6	6	7
		D	6	2	3	6	6	6	6	4	4	5	5	6	6	5	5	6	7	6	5	6	5	5	6	6	5	5	5	6	5	5	4	3	4
	East	E	10	8	8	8	9	8	8	8	9	7	9	10	9	9	9	9	9	10	10	10	10	9	10	8	8	9	8	8	8	7	8	7	6
		F	20	18	17	18	19	19	20	20	19	19	20	20	20	20	19	20	20	20	18	20	19	20	20	20	16	16	16	16	16	18	18	15	15
		<b>Total</b>	<b>57</b>	<b>37</b>	<b>37</b>	<b>47</b>	<b>47</b>	<b>50</b>	<b>50</b>	<b>47</b>	<b>48</b>	<b>50</b>	<b>53</b>	<b>55</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>53</b>	<b>54</b>	<b>54</b>	<b>50</b>	<b>56</b>	<b>53</b>	<b>55</b>	<b>51</b>	<b>51</b>	<b>46</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>41</b>	<b>42</b>
	<b>Unoccupied</b>	20	20	10	10	7	7	10	9	7	4	2	2	5	7	4	3	3	7	1	4	2	6	6	11	12	12	12	11	6	11	16	15		
	<b>Percentage</b>	65%	65%	82%	82%	88%	88%	82%	84%	88%	93%	96%	96%	91%	88%	93%	95%	95%	88%	98%	93%	96%	89%	89%	81%	79%	79%	79%	81%	89%	81%	72%	74%		

# Saturday 24<sup>th</sup> November 2018

## TTM Data

TTM Reference: 18SYD0207  
 Location: Hawkesbury Rd, Westmead  
 Weather: Fine  
 Notes: Red text indicates vehicles illegally parked (as noted) causing over capacity



### Saturday, 24 November 2018

Total Area Capacity	Capacity	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30
	57	33	33	35	35	42	44	44	47	53	53	57	54	53	53	48	49	53	51	51	45	46	46	49	49	48	49	46	46	46	34	27	25
	<b>Unoccupied</b>	24	24	22	22	15	13	13	10	4	4	0	3	4	4	9	8	4	6	6	12	11	11	8	8	9	8	11	11	11	23	30	32
	<b>Percentage</b>	58%	58%	61%	61%	74%	77%	77%	82%	93%	93%	100%	95%	93%	93%	84%	86%	93%	89%	89%	79%	81%	81%	86%	86%	84%	86%	81%	81%	81%	60%	47%	44%

### Saturday, 24 November 2018

Location	Side	Zone ref	Capacity	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	
Hawkesbury Rd	West	A	4	2	2	3	3	3	3	3	3	4	4	4	4	3	3	3	4	4	4	4	3	4	4	4	4	3	3	4	3	3	1	1	1	
		B	10	5	5	5	5	6	6	6	8	10	10	10	9	10	10	9	9	10	9	8	8	8	8	8	8	8	8	9	8	8	9	6	4	2
		C	7	0	0	1	1	2	4	4	4	7	7	7	6	6	6	6	5	5	5	4	4	5	6	6	6	6	6	6	5	4	4	4	4	4
	East	D	6	5	5	5	5	5	5	5	5	6	6	7	6	6	6	6	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5
		E	10	8	8	8	8	8	8	8	8	7	7	9	9	8	8	8	8	8	9	9	10	8	8	8	8	8	8	9	7	8	7	6	5	5
		F	20	13	13	13	13	18	18	18	19	19	19	20	20	20	20	20	18	18	19	19	19	19	15	14	14	17	17	17	16	16	17	17	11	8
	<b>Total</b>	<b>57</b>	<b>33</b>	<b>33</b>	<b>35</b>	<b>35</b>	<b>42</b>	<b>44</b>	<b>44</b>	<b>47</b>	<b>53</b>	<b>53</b>	<b>57</b>	<b>54</b>	<b>53</b>	<b>53</b>	<b>48</b>	<b>49</b>	<b>53</b>	<b>51</b>	<b>51</b>	<b>45</b>	<b>46</b>	<b>46</b>	<b>49</b>	<b>49</b>	<b>48</b>	<b>49</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>34</b>	<b>27</b>	<b>25</b>		
	<b>Unoccupied</b>	24	24	22	22	15	13	13	10	4	4	0	3	4	4	9	8	4	6	6	12	11	11	8	8	9	8	11	11	11	23	30	32			
	<b>Percentage</b>	58%	58%	61%	61%	74%	77%	77%	82%	93%	93%	100%	95%	93%	93%	84%	86%	93%	89%	89%	79%	81%	81%	86%	86%	84%	86%	81%	81%	81%	60%	47%	44%			

TTM Data

TTM Reference: [19SYD0001](#)  
 Location: [East Macarthur](#)  
 Date: [Saturday, February 9, 2019](#)  
 Weather: [Fine](#)  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
George St (Street "C")	North	C1N	Macarthur and Noller	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				10P (8am - 6pm M-F)	8	7	7	7	8	8	8	8	6	5	4	3	5	5	6	5	5			
				No Stopping	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	Yes
		C2N	Noller and Alfred	4P (8am - 6pm M-F)	26	3	7	8	9	9	9	8	8	9	8	9	8	7	7	8	6			
		C3N	Alfred and Arthur	Unrestricted	20	12	11	13	11	8	9	9	9	9	9	9	9	10	8	9	10			
	Disability Parking			2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Unrestricted			2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
		South	C1S	Harris and Purchase	10P (8am - 6pm M-F)	45	21	22	27	27	27	25	23	20	13	11	11	8	6	8	8	14		
			C2S	Purchase and Alfred	4P (8am - 6pm M-F Permit Excepted)	29	7	3	5	5	9	8	5	6	6	7	6	6	4	3	5	5		
			C3S	Alfred and Arthur	4P (8am - 6pm M-F Permit Excepted)	17	4	4	6	4	3	7	4	3	4	5	4	4	4	3	5	5		
<b>Total</b>					172	62	66	83	82	83	89	81	68	58	57	50	48	44	46	52	53			
<b>Unoccupied</b>					110	106	89	90	89	83	91	104	114	115	122	124	128	126	120	119				
<b>Percentage Occupied</b>					36%	38%	48%	48%	48%	52%	47%	40%	34%	33%	29%	28%	26%	27%	30%	31%				



TTM Data

TTM Reference: 19SYD0001  
 Location: East Macarthur  
 Date: Thursday, February 7, 2019  
 Weather: Fine  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park			
George St (Street "C")	North	C1N	Macarthur and Noller	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				10P (8am - 6pm M-F)	8	7	8	8	7	7	7	6	5	2	1	2	3	4	2	1					
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P (8am - 6pm M-F)	4	7	7	7	3	4	4	4	4	3	2	1	0	1	1	2	Yes				
				10P (8am - 6pm M-F)	19	22	14	14	18	18	18	18	18	13	3	2	1	3	4	2	2	Yes			
		C2N	Noller and Alfred	4P (8am - 6pm M-F)	26	2	13	19	20	21	22	22	20	19	15	7	4	3	5	5	5				
		C3N	Alfred and Arthur	Unrestricted	20	11	20	20	20	20	20	20	19	18	18	16	12	10	10	9	8	10			
				Disability Parking	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Unrestricted	2	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1			
		South	C1S	Harris and Purchase	10P (8am - 6pm M-F)	45	29	34	18	36	36	36	36	34	33	15	12	5	8	14	9	5			
	C2S		Purchase and Alfred	4P (8am - 6pm M-F Permit Excepted)	29	6	0	6	20	27	28	26	24	22	18	13	8	6	7	5	3				
	C3S		Alfred and Arthur	4P (8am - 6pm M-F Permit Excepted)	17	4	8	8	8	10	12	13	12	11	8	7	7	6	8	8	7				
	<b>Total</b>					172	89	105	102	134	145	149	147	138	127	82	57	39	40	53	41	36			
	<b>Unoccupied</b>					83	67	70	38	27	23	25	34	45	90	115	133	132	119	131	136				
	<b>Percentage Occupied</b>					52%	61%	59%	78%	84%	87%	85%	80%	74%	48%	33%	23%	23%	31%	24%	21%				

TTM Data

TTM Reference: 19SYD0001  
 Location: North Parramatta  
 Date: Saturday, 9 February 2019  
 Weather: Fine  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Albert St (Street "A")	North	A1N	West End & O'Connell St	4P 8am-6pm M-F Permit Excepted	10	7	6	7	6	6	6	6	6	7	7	7	7	7	6	6	6		
		A2N	O'Connell and Galloway	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A3N	Galloway and Church	No Parking (Clearway 6am-10am and 3pm-7pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	South	A1S	West End & O'Connell St	4P 8am-6pm M-F Permit Excepted	13	6	6	6	6	6	5	5	7	7	7	7	6	6	5	5	5	5	
		A2S	O'Connell and Trott	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A3S	Trott and Church	No Parking (Clearway 6am-10am and 3pm-7pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>					23	13	12	13	12	11	11	11	13	14	14	14	13	13	11	11	11		
<b>Unoccupied</b>					10	11	10	11	11	12	12	10	9	9	10	10	10	12	12	12	12		
<b>Percentage Occupied</b>					57%	52%	57%	52%	52%	48%	48%	57%	61%	61%	61%	57%	57%	48%	48%	48%			

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
Barney St (Street "B")	North	B1N	O'Connell and Church	Unrestricted	2	1	1	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0		
				No Parking (3:30pm - 6:30pm M-F)	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	South	B1S	O'Connell and Church	Unrestricted	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				No Parking	0	2	2	2	2	1	2	0	1	1	2	3	1	1	1	1	1	1	1	Yes
	<b>Total</b>					14	3	3	4	3	2	5	1	1	1	2	3	1	1	1	1	1	1	
	<b>Unoccupied</b>					11	11	10	11	12	9	13	13	13	12	11	13	13	13	13	13	13	13	
<b>Percentage Occupied</b>					21%	21%	29%	21%	14%	36%	7%	7%	7%	14%	21%	7%	7%	7%	7%	7%	7%	7%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
Board St (Street "C")	North	C1N	O'Connell and Church	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Unrestricted	4	1	3	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
	South	C1S	O'Connell and Church	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted	5	1	2	1	1	2	1	2	2	1	1	1	1	1	0	0	0	0	0	
	<b>Total</b>					9	2	5	4	4	5	2	2	2	1	1	1	1	0	0	0	0	0	
	<b>Unoccupied</b>					7	4	5	5	4	7	7	7	7	8	8	8	8	9	9	9	9	9	
<b>Percentage Occupied</b>					22%	56%	44%	44%	56%	22%	22%	22%	22%	11%	11%	11%	11%	0%	0%	0%	0%	0%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Church St (Street "D")	East	D1E	Factory and Cemetery	Bus Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Disability Parking	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	East	D2E	Restricted Parking Area	Restricted Parking (Bays Only)	9	6	6	7	6	6	8	7	7	8	9	8	7	8	6	8	9		
				Bus Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	D1W	Factory and Cemetery	Bus Lane	10	7	7	8	7	7	9	8	8	9	10	9	8	9	7	9	10		
	<b>Total</b>					10	7	7	8	7	7	9	8	8	9	10	9	8	9	7	9	10	
<b>Unoccupied</b>					3	3	2	3	3	1	2	2	2	1	0	1	2	1	3	1	0		
<b>Percentage Occupied</b>					70%	70%	80%	70%	70%	90%	80%	80%	90%	100%	90%	80%	90%	70%	90%	100%			

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Dunlop St (Street "E")	North	E1N	New and O'Connell	Disability Parking	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted	11	6	6	5	4	6	5	5	4	4	3	3	3	4	4	4	4	4	4
	North	E2N	O'Connell and Church	Unrestricted	9	6	8	9	9	9	4	5	6	5	4	5	5	5	4	4	4	6	
				Unrestricted	6	4	4	3	3	3	3	2	3	2	2	3	4	4	4	5	5	5	5
	South	E2S	O'Connell and Church	Unrestricted	12	8	9	8	8	8	8	7	6	7	6	6	6	6	6	5	5	7	
	<b>Total</b>					39	24	27	25	24	26	20	19	19	18	15	17	18	19	18	18	22	
<b>Unoccupied</b>					15	12	14	15	13	19	20	20	21	24	22	21	20	21	21	21	17		
<b>Percentage Occupied</b>					62%	69%	64%	62%	67%	51%	49%	49%	46%	38%	44%	46%	49%	46%	46%	56%			

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park
	North	F1N	New and O'Connell	Unrestricted	10	4	4	4	4	5	4	7	6	3	7	6	9	7	7	6	6	
		F2N	O'Connell and Galloway	Unrestricted	10	8	8	7	6	7	5	4	8	5	5	5	4	7	8	8	9	
		F3N	Galloway and Church	Unrestricted	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1



		Location		Restriction		Time Period																	
						06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00
O'Connell St (Street "M")	East	M7E	Fennel and Grose	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		M8E	Grose and Ross	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		M9E	Ross and Victoria	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		West	M1W	Board and Barney	Unrestricted (Unofficial Perpendicular Parking)	36	0	1	4	4	5	5	4	3	3	0	0	0	0	0	0		
					Unrestricted (Unofficial Perpendicular Parking)	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
					Authorised Vehicles Only	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			M2W	Barney and Dunlop	Unrestricted	12	0	1	1	1	1	2	1	1	1	2	0	0	0	0	0		
					Unrestricted	3	2	2	3	3	3	3	2	2	2	2	1	2	3	3	3	3	
	Bus Zone				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	M3W		Dunlop and Factory	Unrestricted	11	11	9	8	6	7	9	6	7	9	8	7	9	8	9	8	8		
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	M4W		Factory and Albert	4P 8am-6pm M-F Permit Excepted	17	12	9	8	7	6	10	8	6	8	6	9	12	11	12	12	10		
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		4P 8am-6pm M-F Permit Excepted		2	0	2	2	1	1	1	1	1	1	1	1	0	1	0	2	2			
	M5W	Albert and Harold	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
			Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	M6W	Harold and Fennell	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	M7W	Fennel and Grose	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
M8W	Grose and Ross	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
M9W	Ross and Victoria	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Total</b>				155	79	83	86	104	108	105	102	99	103	66	59	48	41	44	48	56			
<b>Unoccupied</b>				76	72	69	51	47	50	53	56	52	89	96	107	114	111	107	99				
<b>Percentage Occupied</b>				51%	54%	55%	67%	70%	68%	66%	64%	66%	43%	38%	31%	26%	28%	31%	36%				

TTM Data

TTM Reference: 19SYD0001  
 Location: North Parramatta  
 Date: Thursday, 7 February 2019  
 Weather: Fine  
 Notes:



Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Albert St (Street "A")	North	A1N	West End & O'Connell St	4P 8am-6pm M-F Permit Excepted	10	8	8	8	8	8	9	8	8	5	6	6	6	4	6	6	6		
		A2N	O'Connell and Galloway	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A3N	Galloway and Church	No Parking (Clearway 6am-10am and 3pm-7pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	South	A1S	West End & O'Connell St	4P 8am-6pm M-F Permit Excepted	13	6	6	6	5	6	6	5	6	7	5	4	6	6	6	6	6	6	
		A2S	O'Connell and Trott	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		A3S	Trott and Church	No Parking (Clearway 6am-10am and 3pm-7pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>					23	14	14	14	13	14	15	13	14	12	11	10	12	10	12	12	12	12	
<b>Unoccupied</b>					9	9	9	10	9	8	10	9	11	12	13	11	13	11	11	11	11		
<b>Percentage Occupied</b>					61%	61%	61%	57%	61%	65%	57%	61%	52%	48%	43%	52%	43%	52%	43%	52%	52%	52%	

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Barney St (Street "B")	North	B1N	O'Connell and Church	Unrestricted	2	1	2	1	2	2	2	2	2	2	2	1	1	0	0	0	0		
				No Parking (3:30pm - 6:30pm M-F)	4	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	South	B1S	O'Connell and Church	Unrestricted	8	0	1	4	4	6	6	5	6	7	6	3	2	2	0	1	0	0	
				No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>					14	1	4	5	6	8	8	7	8	10	8	4	3	2	0	1	0		
<b>Unoccupied</b>					13	10	9	8	6	6	7	6	4	6	10	11	12	14	13	14			
<b>Percentage Occupied</b>					7%	29%	36%	43%	57%	57%	50%	57%	71%	57%	29%	21%	14%	0%	7%	0%			

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Board St (Street "C")	North	C1N	O'Connell and Church	No Parking	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Yes	
				Unrestricted	4	5	7	7	7	7	7	7	7	7	7	5	1	0	2	0	0	0	0
	South	C1S	O'Connell and Church	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted	5	3	3	3	3	3	3	3	3	3	3	1	0	1	1	1	0	0	0
<b>Total</b>					9	8	10	10	10	10	10	10	11	10	6	1	1	3	1	0			
<b>Unoccupied</b>					1	-1	-1	-1	-1	-1	-1	-1	-1	-2	-1	3	8	8	6	8	9		
<b>Percentage Occupied</b>					89%	111%	111%	111%	111%	111%	111%	111%	111%	122%	111%	67%	11%	11%	33%	11%	0%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park
Church St (Street "D")	East	D1E	Factory and Cemetery	Bus Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		D2E	Restricted Parking Area	Disability Parking Restricted Parking (Bays Only)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	D1W	Factory and Cemetery	Bus Lane	9	8	6	6	7	7	8	11	6	8	9	7	8	7	9	7	10	Yes
<b>Total</b>					10	8	6	6	7	7	8	11	6	8	9	7	8	7	9	7	10	
<b>Unoccupied</b>					2	4	4	3	3	2	-1	4	2	1	3	2	3	1	3	0		
<b>Percentage Occupied</b>					80%	60%	60%	70%	70%	80%	110%	60%	80%	90%	70%	80%	70%	90%	70%	100%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park
Dunlop St (Street "E")	North	E1N	New and O'Connell	Disability Parking	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
				Unrestricted	11	4	4	9	9	9	9	9	9	8	8	6	6	4	4	4	4	4
	South	E2S	O'Connell and Church	Unrestricted	9	9	8	9	9	10	9	9	8	8	9	6	9	8	10	10	10	Yes
				Unrestricted	6	5	4	5	5	6	7	5	5	6	5	2	3	2	2	2	3	Yes
				Unrestricted	12	8	10	11	10	10	11	10	9	10	10	8	7	6	6	6	5	
<b>Total</b>					39	26	26	34	33	35	36	35	31	31	33	25	24	21	22	22	22	
<b>Unoccupied</b>					13	13	5	6	4	3	4	8	8	6	14	15	18	17	17	17		
<b>Percentage Occupied</b>					67%	67%	87%	85%	90%	92%	90%	79%	79%	85%	64%	62%	54%	56%	56%	56%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
Factory St (Street "F")	North	F1N	New and O'Connell	Unrestricted	10	8	8	9	9	9	9	9	9	9	9	7	5	6	7	6	5			
		F2N	O'Connell and Galloway	Unrestricted	10	9	9	10	9	7	9	8	7	8	6	8	7	8	7	6	8			
		F3N	Galloway and Church	Unrestricted	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	F4N	Church and Castle	Unrestricted	10	6	8	8	8	8	7	6	6	8	7	6	10	10	11	10	8		Yes		
	South	F1S	New and O'Connell	Unrestricted	10	9	6	10	9	11	9	10	9	10	10	9	8	8	8	8	6	7		Yes
				Unrestricted	8	8	8	8	8	7	6	7	7	7	7	6	5	7	7	7	7	8		
		F3S	Galloway and Church	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		F4S	Church and Castle	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Unrestricted	11	7	9	9	9	9	10	8	8	7	9	9	8	10	10	9	8			
				Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>					60	48	49	55	53	52	51	49	47	50	49	46	44	50	51	45	45			
<b>Unoccupied</b>					12	11	5	7	8	9	11	13	10	11	14	16	10	9	15	15				
<b>Percentage Occupied</b>					80%	82%	92%	88%	87%	85%	82%	78%	83%	82%	77%	73%	83%	85%	75%	75%				

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
Fleet St (Street "H")	East	H1E	Factory and Hospital	4P 8am-6pm M-F Permit Excepted	18	9	7	11	10	14	13	12	9	11	9	6	9	8	10	11	12		
		H2E	Hospital and Fennell	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	West	H1W	Factory and Hospital	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				4P 8am-6pm M-F Permit Excepted	20	6	11	7	16	19	20	18	16	17	12	10	6	5	5	4	3		
		H2W	Hospital and Fennell	4P 8am-6pm M-F Permit Excepted	27	5	9	21	25	26	25	26	24	25	22	15	8	4	3	4	4		
				4P 8am-6pm M-F Permit Excepted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>					65	20	27	39	51	59	58	56	49	53	43	31	23	17	18	19	19		
<b>Unoccupied</b>					45	38	26	14	6	7	9	16	12	22	34	42	48	47	46	46			
<b>Percentage Occupied</b>					31%	42%	60%	78%	91%	89%	86%	75%	82%	66%	48%	35%	26%	28%	29%	29%			

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park
Galloway St (Street "I")	East	I1E	Factory and Albert	4P 8am-6pm M-F Permit Excepted	34	21	12	13	16	14	22	15	15	20	12	14	20	22	25	25	26	
				4P 8am-6pm M-F Permit Excepted	37	26	22	23	27	23	17	18	17	15	20	25	24	27	27	26	28	
	West	I1W	Factory and Albert	4P 8am-6pm M-F Permit Excepted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>					71	47	34	36	43	37	39	33	32	35	32	39	44	49	52	51	54	
<b>Unoccupied</b>					24	37	35	28	34	32	38	39	36	39	32	27	22	19	20	17		
<b>Percentage Occupied</b>					66%	48%	51%	61%	52%	55%	46%	45%	49%	45%	55%	62%	69%	73%	72%	76%		

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park		
New St (Street "L")	East	L1E	Dunlop and Factory	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				Unrestricted	17	10	14	17	17	17	17	17	17	15	12	14	9	5	7	3	4	4		
	West	L1W	Dunlop and Factory	No Parking (Authorised Vehicles Excepted)	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				Unrestricted	17	12	13	15	15	15	14	15	14	15	9	7	4	3	1	2	2			
				Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>					36	22	27	32	32	32	31	32	29	27	23	16	9	10	4	6	6			
<b>Unoccupied</b>					14	9	4	4	4	4	5	4	7	9	13	20	27	26	32	30	30			
<b>Percentage Occupied</b>					61%	75%	89%	89%	89%	86%	89%	81%	75%	64%	44%	25%	28%	11%	17%	17%				

Location	Side	Map Code	Between	Restriction	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	Illegal Park	
	M1E	Board and Barney	Unrestricted	20	10	9	13	15	17	16	14	18	18	11	8	2	2	1	1	1			
			Unrestricted	2	0	0	0	0	1	1	0	0	1	1	1	1	1	0	0	0			
			No Parking (Coaches excepted)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted	11	3	4	4	7	8	8	9	4	5	4	5	3	1	1	1	1	2		
	M3E	Dunlop and Factory	Unrestricted	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
			Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Unrestricted	12	9	12	11	11	12	11	12	12	12	12	12	12	8	7	8	11	11		
			Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			4P 8am-6pm M-F Permit Excepted	19	11	8	6	11	11	10	8	6	6	5	6	9	8	12	14	14			

O'Connell St (Street "M")	East	M4E	Factory and Albert	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M5E	Albert and Harold	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M6E	Harold and Fennell	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M7E	Fennel and Grose	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M8E	Grose and Ross	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M9E	Ross and Victoria	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus Zone			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	M1W	Board and Barney	Unrestricted (Unofficial Perpendicular Parking)	36	25	26	26	28	27	27	26	30	29	7	4	2	1	2	2	2	
				Unrestricted (Unofficial Perpendicular Parking)	5	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0
		M2W	Barney and Dunlop	Authorised Vehicles Only	4	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	
				Unrestricted	12	2	5	8	11	12	12	12	11	11	7	6	3	1	2	2	2	1
		M3W	Dunlop and Factory	Unrestricted	3	2	2	2	2	2	2	3	3	3	2	1	1	1	1	1	2	
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M4W	Factory and Albert	4P 8am-6pm M-F Permit Excepted	17	8	6	5	6	5	6	7	4	5	5	5	10	12	9	9	13	
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M5W	Albert and Harold	4P 8am-6pm M-F Permit Excepted	2	0	1	1	1	1	1	0	0	2	0	0	0	0	0	0	0	
				No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M6W	Harold and Fennell	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M7W	Fennel and Grose	No Parking (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M8W	Grose and Ross	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M9W	Ross and Victoria	No Stopping (Clearway 6am-10am 3pm-7pm M-F)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total</b>				155	79	83	86	104	108	105	102	99	103	66	59	48	41	44	48	56
<b>Unoccupied</b>				76	72	69	51	47	50	53	56	52	89	96	107	114	111	107	99			
<b>Percentage Occupied</b>				51%	54%	55%	67%	70%	68%	66%	64%	66%	43%	38%	31%	26%	28%	31%	36%			

Saturday 09/02/2019 - 12pm

North/South	Section	Zone	Classification	Number of spaces	Spaces occupied	Occupancy	Number of disabled permits
N	O'Connell St - Marsden St	1	1P/2P	5	4	80%	0
N	O'Connell St - Marsden St	2	1P/2P	4	4	100%	0
N	O'Connell St - Marsden St	3	Disabled	1	1	100%	1
N	Marsden St - Church St	1				Taxi zone + 3 police	
N	Church St - Horwood Pl	1				Bus zone	
N	Church St - Horwood Pl	2	1P/2P	10	9	90%	1
N	Church St - Horwood Pl	3				Loading zone	
N	Horwood Pl - Smith St	1	1P/2P	6	4	67%	0
N	Smith St - Charles St	1				Loading zone	
N	Smith St - Charles St	2	2P	5	3	60%	0
N	Smith St - Charles St	3				Mail zone	
N	Smith St - Charles St	4	2P	2	2	100%	2
N	Smith St - Charles St	5	2P	2	1	50%	0
N	Smith St - Charles St	6	2P	4	4	100%	1
N	Smith St - Charles St	7	2P	10	3	30%	2
N	Charles St - Macarthur St	1				No stopping	
N	Charles St - Macarthur St	2	25min			Work zone	
N	Charles St - Macarthur St	3	2P/4P	2	2	100%	0
N	Charles St - Macarthur St	4	2P/4P	7	3	43%	1
N	Charles St - Macarthur St	5	2P/4P	2	Bus zone	#VALUE!	
N	Charles St - Macarthur St	6	2P/4P	5	1	20%	0
N	Charles St - Macarthur St	7	2P/4P				
N	Charles St - Macarthur St	8	2P/4P				
S	Macarthur St - Charles St	1	2P/4P	5	2	40%	0
S	Macarthur St - Charles St	2	2P/4P	9	5	56%	1
S	Macarthur St - Charles St	3	2P/4P	7	3	43%	0
S	Macarthur St - Charles St	4	2P/4P	4		0%	
S	Macarthur St - Charles St	5	25min	2		0%	
S	Macarthur St - Charles St	6				Loading zone	
S	Charles St - Smith St	1	2P	6	3	50%	0
S	Charles St - Smith St	2	2P	2	2	100%	0
S	Charles St - Smith St	3	Disabled	1	0	0%	0
S	Charles St - Smith St	4	2P	6	0	0%	0
S	Charles St - Smith St	5	2P	1	2	200%	0
S	Charles St - Smith St	6	2P	3	2	67%	0
S	Charles St - Smith St	7	2P	2	2	100%	0
S	Charles St - Smith St	8	2P	3	2	67%	0
S	Smith St - Horwood Pl	1				No stopping	
S	Smith St - Horwood Pl	2				No stopping	
S	Horwood Pl - Church St	1	1P/2P	4	4	100%	0
S	Horwood Pl - Church St	2	25min	2	2	100%	0
S	Horwood Pl - Church St	3	1P/2P	9	10	111%	3
S	Horwood Pl - Church St	4				Loading zone	
S	Church St - Marsden St	1				Loading zone	
S	Marsden St - O'Connell St	1	1P/2P	2	2	100%	1
S	Marsden St - O'Connell St	2	1P/2P	15	12	80%	1



Thursday 07/02/2019 - 10am

North/South	Section	Zone	Classification	Number of spaces	Spaces occupied	Occupancy	Number of disabled permits
N	O'Connell St - Marsden St	1	1P/2P	5	5	100%	2
N	O'Connell St - Marsden St	2	1P/2P	4	4	100%	4
N	O'Connell St - Marsden St	3	Disabled	1	1	100%	1
N	Marsden St - Church St	1			Taxi zone + 3 police		
N	Church St - Horwood Pl	1			Bus zone		
N	Church St - Horwood Pl	2	1P/2P	10	9	90%	4
N	Church St - Horwood Pl	3			Loading zone		
N	Horwood Pl - Smith St	1	1P/2P	6	6	100%	3
N	Smith St - Charles St	1			Loading zone		
N	Smith St - Charles St	2	2P	5	5	100%	2
N	Smith St - Charles St	3			Mail zone		
N	Smith St - Charles St	4	2P	2	2	100%	1
N	Smith St - Charles St	5	2P	2	2	100%	1
N	Smith St - Charles St	6	2P	4	4	100%	4
N	Smith St - Charles St	7	2P	10	10	100%	7
N	Charles St - Macarthur St	1			No stopping		
N	Charles St - Macarthur St	2	25min		Work zone		
N	Charles St - Macarthur St	3	2P/4P	2	2	100%	2
N	Charles St - Macarthur St	4	2P/4P	7	7	100%	1
N	Charles St - Macarthur St	5	2P/4P	2	2	100%	1
N	Charles St - Macarthur St	6	2P/4P	5	4	80%	1
N	Charles St - Macarthur St	7	2P/4P				
N	Charles St - Macarthur St	8	2P/4P				
S	Macarthur St - Charles St	1	2P/4P	5	2	40%	1
S	Macarthur St - Charles St	2	2P/4P	9	8	89%	2
S	Macarthur St - Charles St	3	2P/4P	7	7	100%	1
S	Macarthur St - Charles St	4	2P/4P	4	3	75%	0
S	Macarthur St - Charles St	5	25min	2	2	100%	1
S	Macarthur St - Charles St	6			Loading zone		
S	Charles St - Smith St	1	2P	6	6	100%	4
S	Charles St - Smith St	2	2P	2	2	100%	0
S	Charles St - Smith St	3	Disabled	1	1	100%	1
S	Charles St - Smith St	4	2P	6	6	100%	3
S	Charles St - Smith St	5	2P	1	1	100%	1
S	Charles St - Smith St	6	2P	3	3	100%	2
S	Charles St - Smith St	7	2P	2	2	100%	0
S	Charles St - Smith St	8	2P	3	3	100%	4
S	Smith St - Horwood Pl	1			No stopping		
S	Smith St - Horwood Pl	2			No stopping		
S	Horwood Pl - Church St	1	1P/2P	4	4	100%	2
S	Horwood Pl - Church St	2	25min	2	2	100%	1
S	Horwood Pl - Church St	3	1P/2P	9	9	100%	2
S	Horwood Pl - Church St	4			Loading zone		
S	Church St - Marsden St	1			Loading zone		
S	Marsden St - O'Connell St	1	1P/2P	2	2	100%	2
S	Marsden St - O'Connell St	2	1P/2P	15	14	93%	9

Thursday 07/02/2019 - 2pm

North/South	Section	Zone	Classification	Number of spaces	Spaces occupied	Occupancy	Number of disabled permits
N	O'Connell St - Marsden St	1	1P/2P	5	5	100%	3
N	O'Connell St - Marsden St	2	1P/2P	4	4	100%	3
N	O'Connell St - Marsden St	3	Disabled	1	1	100%	1
N	Marsden St - Church St	1				Taxi zone + 3 police	
N	Church St - Horwood Pl	1				Bus zone	
N	Church St - Horwood Pl	2	1P/2P	10	10	100%	5
N	Church St - Horwood Pl	3				Loading zone	
N	Horwood Pl - Smith St	1	1P/2P	6	6	100%	3
N	Smith St - Charles St	1				Loading zone	
N	Smith St - Charles St	2	2P	5	5	100%	2
N	Smith St - Charles St	3				Mail zone	
N	Smith St - Charles St	4	2P	2	2	100%	2
N	Smith St - Charles St	5	2P	2	2	100%	1
N	Smith St - Charles St	6	2P	4	4	100%	4
N	Smith St - Charles St	7	2P	10	10	100%	7
N	Charles St - Macarthur St	1				No stopping	
N	Charles St - Macarthur St	2	25min			Work zone	
N	Charles St - Macarthur St	3	2P/4P	2	2	100%	2
N	Charles St - Macarthur St	4	2P/4P	7	6	86%	3
N	Charles St - Macarthur St	5	2P/4P	2	2	100%	1
N	Charles St - Macarthur St	6	2P/4P	5	2	40%	1
N	Charles St - Macarthur St	7	2P/4P				
N	Charles St - Macarthur St	8	2P/4P				
S	Macarthur St - Charles St	1	2P/4P	5	4	80%	2
S	Macarthur St - Charles St	2	2P/4P	9	6	67%	
S	Macarthur St - Charles St	3	2P/4P	7	7	100%	6
S	Macarthur St - Charles St	4	2P/4P	4	4	100%	0
S	Macarthur St - Charles St	5	25min	2	2	100%	2
S	Macarthur St - Charles St	6				Loading zone	
S	Charles St - Smith St	1	2P	6	6	100%	4
S	Charles St - Smith St	2	2P	2	2	100%	1
S	Charles St - Smith St	3	Disabled	1	1	100%	1
S	Charles St - Smith St	4	2P	6	6	100%	3
S	Charles St - Smith St	5	2P	1	1	100%	1
S	Charles St - Smith St	6	2P	3	2	67%	2
S	Charles St - Smith St	7	2P	2	2	100%	1
S	Charles St - Smith St	8	2P	3	3	100%	4
S	Smith St - Horwood Pl	1				No stopping	
S	Smith St - Horwood Pl	2				No stopping	
S	Horwood Pl - Church St	1	1P/2P	4	4	100%	2
S	Horwood Pl - Church St	2	25min	2	2	100%	1
S	Horwood Pl - Church St	3	1P/2P	9	9	100%	3
S	Horwood Pl - Church St	4				Loading zone	
S	Church St - Marsden St	1				Loading zone	
S	Marsden St - O'Connell St	1	1P/2P	2	2	100%	2
S	Marsden St - O'Connell St	2	1P/2P	15	14	93%	7

## Appendix C

### Consultation Log

## Sharon Moller

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**From:** KEYES Peter A <Peter.KEYES@tmc.transport.nsw.gov.au>  
**Sent:** Thursday, 28 February 2019 12:09 PM  
**To:** Sharon Moller  
**Cc:** Diaz, Joekarl; KHATEEB Dea; NINHAM Daryl J; MORABITO Joe; ASSAAD Samiah  
**Subject:** [External] RE: 20190227 Nth Parra SCATS Volumes analysis\_Thu and Fri analysis.xlsx

Hi Sharon,

SCO is happy with the approach you are taking. However please consider that:

- The capacity of each lane of O'Connell St should be calculated in accordance with an industry standard.
- When the SCATS traffic volumes are considered it must be noted that they are known to undercount by a factor of 5-10%. Also note that SCATS only counts cars that get through intersections – it doesn't identify vehicles that cannot get through due to capacity constraints. This must be considered when undertaking any analysis.
- Volumes by day of the week should be considered, even if the restrictions are signposted Mon-Fri.
- Assumptions regarding shared lanes need to be confirmed onsite – even if only for a short period.
- When considering traffic volumes and when parking might be permitted, Transport for NSW should consider accommodating growth and seasonal variations.
- If it is deemed appropriate to allow parking overnight the RMS Driver Aid Services would need to provide a light vehicle tow truck to remove illegally parked vehicles each weekday morning.

Pete.

### Pete Keyes

Operations Manager - Sydney West  
Sydney Coordination Office  
Transport Coordination  
**Transport for NSW**

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25 Garden Street Eveleigh NSW 2015



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**From:** Sharon Moller [mailto:Sharon.Moller@arup.com]  
**Sent:** Thursday, 28 February 2019 9:05 AM  
**To:** KEYES Peter A  
**Cc:** Diaz, Joekarl; KHATEEB Dea; NINHAM Daryl J  
**Subject:** 20190227 Nth Parra SCATS Volumes analysis\_Thu and Fri analysis.xlsx

Hi Peter,

Following up on our phone conversation yesterday, attached is the analysis of Thursday and Friday added as separate tabs (scroll to the right).

Friday evening combined flows appear consistent with the Weekday analysis. The Thursday North Bound evening peak looks like it could continue an extra hour later using our conservative approach. It is still “threshold” and if CoPC challenges the approach it would be a candidate for modelling to rule it out of the No Stopping category.

I took another look at the assumptions where the lane 5 numbers indicate 50%. My understanding is this refers to the lane counts where traffic is either turning or continuing straight across the intersection. It’s a somewhat crude assumption to use a 50/50 split and if we wanted to delve deeper in the numbers this would be tested in the SIDRA network modelling (if deemed necessary).

Regards,

**Sharon Moller**

Senior Transport Planner | Transport Planning

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## Sharon Moller

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**From:** Sharon Moller  
**Sent:** Friday, 1 March 2019 9:28 AM  
**To:** 'Richard Searle'  
**Cc:** Diaz, Joekarl; Hayes, Peter; Paula Tomkins  
**Subject:** RE: PLR discussion on O'Connell Street parking and Enabling Works PMS [Filed 01 Mar 2019 09:27]

Hi Richard,

Yes apologies that was my oversight missing the 7 pm – 8 pm hour. I've amended the text in the email below and summarised the SIDRA Network Model runs as:

- Monday to Friday: 1900 – 2000 and 2000 - 2100
- Thursday only: 2100 - 2200

On your point relating to the parking occupancies, yes the distance is relevant and this will be noted in the PMS where the proposed extension of the Resident Permit Parking Zone uses the closest available streets.

On your point relating to the ongoing monitoring for post-completion of the Package 4 Infrastructure Delivery works, yes that will be carried out. A further revision of the PMS will be prepared ahead of Package 4 commencing. Monitoring surveys of parking and traffic count data will be reported as per condition E18 in the Operational Traffic, Transport and Access Performance Review. Condition D1 requires TfNSW to develop an Operational Environmental Management Plan (or equivalent EMS) prior to the PLR becoming operational. This will include a review of traffic and parking performance and where the data shows a potential to reassess parking on O'Connell Street then this can be explored with stakeholders.

Many thanks,  
Sharon

---

**From:** Richard Searle <RSearle@cityofparramatta.nsw.gov.au>  
**Sent:** Thursday, 28 February 2019 4:53 PM  
**To:** Sharon Moller <Sharon.Moller@arup.com>  
**Cc:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>; Hayes, Peter <Peter.Hayes@transport.nsw.gov.au>; Paula Tomkins <PTomkins@cityofparramatta.nsw.gov.au>  
**Subject:** [External] RE: PLR discussion on O'Connell Street parking and Enabling Works PMS

Hi Sharon,

At our meeting I also asked that the 7pm to 8pm weekday period also be modelled, and that depending on the results of this model that assessment of other periods could also be considered. The lane volumes could be higher than 1000 per hour, but traffic modelling is required.

In regards to parking occupancy it is not just a matter of capacity but also the distance to the vehicle from the dwelling. It is intended that by allowing parking as early as possible in the evening that residents and their visitors will be able to get some use from it.

Note that this is only for the period during Church Street construction and that the restrictions should be reconsidered for the period after the Church Street works are completed.

Regards,

**Richard Searle** | Service Manager Traffic and Transport

City of Parramatta

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---

**From:** Sharon Moller <[Sharon.Moller@arup.com](mailto:Sharon.Moller@arup.com)>

**Sent:** Thursday, 28 February 2019 4:04 PM

**To:** Richard Searle <[RSearle@cityofparramatta.nsw.gov.au](mailto:RSearle@cityofparramatta.nsw.gov.au)>

**Cc:** Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>; Hayes, Peter <[Peter.Hayes@transport.nsw.gov.au](mailto:Peter.Hayes@transport.nsw.gov.au)>

**Subject:** PLR discussion on O'Connell Street parking and Enabling Works PMS

Hi Richard,

Thanks for being so accommodating today with the changing meeting date. Here is my summary of what we discussed and the TfNSW proposed way forward. I would appreciate your thoughts and if you can get back to me tomorrow on whether you feel CoPC would be happy to proceed on this basis.

- The attached spreadsheet is an analysis of the raw SCATS data taken from 2018 weeks over May, August and November. We combined the hourly volumes for Church Street and O'Connell Street, intersections with Albert Street. Note Peter Keyes' observations (below in italics) relating to SCATS data under counting.
- The key question to be answered is the number of lanes required for the expected traffic flows during the period between completion of Enabling Works and completion of the Infrastructure Delivery works. Noting that the AIMSUN modelling was for 2026 when the PLR is operational, we need an analysis for the 2020 – 2023 period.
- The approach to answer this question is to use the combined SCATS counts and a 'conservative' approach to lane capacities, due to pressing deadline not allowing any future growth in traffic volumes to be forecasted by sophisticated modelling. For this reason TfNSW is using a threshold of 800 vph, anything above requiring more than one lane based on Austroads design guidance and accepted RMS practice.
- The attached spreadsheet highlights the hours where combined traffic volumes require 2 lanes, periods highlighted for Monday – Friday, Saturday and Sunday. The extra tab shows the Thursday and Friday values, where Thursday evening higher volumes extend to the hour ending 2100. 'Modelling required' is indicated for 750 – 850 vph threshold where there is a potential for queuing at intersections to require 'No Stopping'.
- At our discussion today you indicated this analysis does not factor in the lighter traffic volumes turning from the side streets (e.g, Factory and Dunlop Streets). For this reason you believe the lane capacity could be higher, between 800 -1000 vph.
- We agreed that at a minimum, 'No Stopping' would be required around the intersections due to queuing. SIDRA Network model runs would need to be carried out for the evening peak shoulders to determine the likely length of queuing and whether it would be possible to allow overnight resident parking on O'Connell after 8pm.
- TfNSW proposes to carry out SIDRA Network model runs for Monday – Friday averages for the **hours 1900 – 2000 and 2000 – 2100**, and the Thursday only hour 2100 – 2200. These model outputs would be reviewed by RMS and SCO to assess the predicted queue lengths and recommend the number of lanes required on O'Connell Street for these time periods.

**Ahead of this SIDRA analysis commencing TfNSW proposes to submit to DPE the O'Connell Street revision of the PMS on this basis:**



- We have reported the results of the Parking Occupancy Surveys for Parramatta North precinct which shows sufficient overnight capacity exists on the side streets to displaced resident's parking, even with Factory Street closed during Infrastructure Delivery works.
- TfNSW has proposed further modelling for determining whether residents can park overnight on O'Connell Street, the results will be reported in the next revision of the PMS in March which will be shared with stakeholders prior to submission to DPE.

If you have any questions or further comments please feel free to give me a call tomorrow.

Kind regards,  
Sharon

~~~~~  
SCO observations on the use of SCATS turn counts:

- *The capacity of each lane of O'Connell St should be calculated in accordance with an industry standard.*
- *When the SCATS traffic volumes are considered it must be noted that they are known to undercount by a factor of 5-10%. Also note that SCATS only counts cars that get through intersections – it doesn't identify vehicles that cannot get through due to capacity constraints. This must be considered when undertaking any analysis.*
- *Volumes by day of the week should be considered, even if the restrictions are signposted Mon-Fri.*
- *Assumptions regarding shared lanes need to be confirmed onsite – even if only for a short period.*
- *When considering traffic volumes and when parking might be permitted, Transport for NSW should consider accommodating growth and seasonal variations.*
- *If it is deemed appropriate to allow parking overnight the RMS Driver Aid Services would need to provide a light vehicle tow truck to remove illegally parked vehicles each weekday morning.*

Sharon Moller

Senior Transport Planner | Transport Planning

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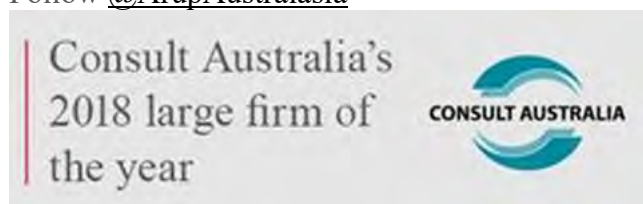
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## Environmental Management Plan comment register

### Parramatta Light Rail Westmead Enabling Works

Key

| Ref No. | Document Title                                              | Doc Revision | Document No                             | Reviewer Name  | Company | Comments (including page, figure and/or section number)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Comment Date | Arup Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------|-------------------------------------------------------------|--------------|-----------------------------------------|----------------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2       | Consolidated Parking Management Strategy (O'Connell Street) | 0.2          | 111218 CoPC meeting                     | Richard Searle | CoPC    | Expanding the resident parking scheme involves Community Consultation advertisement placed in local paper) providing 3 – 4 weeks for residents in proposed expanded area to have their say. Given we are going into the holiday period this would not be possible until end of January. Present proposal to local Traffic Committee in March and Council meeting in April. Changes could take effect by late April. No shortcuts available to this process. Key concern – mismatch in timing of the parking removal (Jan/Feb) and the implementation of the expanded Residential Parking Scheme (not until late April). | 11/12/18     | The aim of the strategy is to present the Residential Parking Scheme to the Local Traffic Committee in March. To mitigate the loss of parking until the scheme can be implemented the contractor will temporarily reinstate parking along O'Connell Street in areas where works are not taking place. Initial analysis of surrounding streets suggests there is residential parking capacity on surrounding streets to accommodate the loss of parking on O'Connell Street                                     |
| 3       | Consolidated Parking Management Strategy (O'Connell Street) |              | 111218 CoPC meeting                     | Richard Searle | CoPC    | Fleet Street (South of Factory) was proposed to investigate implementing angle parking. This area is outside our current planning approvals and would require either separate planning approval or an REF. Also substantial works and potential tree removal.                                                                                                                                                                                                                                                                                                                                                           | 11/12/18     | This mitigation measure will be considered once the impact of removal of parking spaces on O'Connell Street has been monitored. We are also aware that to maximise the parking on Fleet Street it would need to be converted to one-way which may impact the Network Management Strategy that has already been finalised                                                                                                                                                                                       |
| 4       | Consolidated Parking Management Strategy (O'Connell Street) |              | 111218 CoPC meeting                     | Richard Searle | CoPC    | Residents have requested that the project investigate implementing a partial clearway on O'Connell Street (i.e. clearway from 7am to 7pm or on the west in the PM peak and the east side in the AM peak). It was agreed that PLR should monitor parking availability and traffic movements following the implementation of the Residential Parking Scheme and further engagement with the residents before making any recommendations. The SCO is not in favour of a partial clearway and has recommended a 24 hour clearway be implemented when parking is removed.                                                    | 11/12/18     | Temporary 'No stopping' zones along O'Connell Street are being considered using existing SCATS data from O'Connell Street and Church Street combined to calculate at what times of day two lanes are required in both directions. Further traffic analysis including SIDRA modelling will also be undertaken. This approach has been agreed with CoPC and SCO. Email exchanges confirming this are appended to the report                                                                                      |
| 5       | Consolidated Parking Management Strategy (O'Connell Street) |              | 111218 CoPC meeting                     | Richard Searle | CoPC    | Work with DWJV to minimise and stage on-street parking removal during construction and return to the residents once construction in areas is complete. This would only be a temporary measure. Again, PLR to monitor parking availability, traffic movements and further engagement with the residents during the construction process to inform other offset measures i.e. partial clearway.                                                                                                                                                                                                                           | 11/12/18     | The Package 1 contractor will re-instate some of the 67 unrestricted and 38 4P spaces on O'Connell Street and Barney Street as they progress with the works. The precise amount will depend on the rate of progress workers make against the agreed program with TfNSW PLR project team. Likewise the timing of the re-instatement of parking will be determined as the rate of progress against the agreed programme is assessed.                                                                             |
| 6       | Consolidated Parking Management Strategy (O'Connell Street) |              | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader | SCO     | P13 – provide details of how the assessment was undertaken, i.e. during what hours? And how was the average utilisation and average % calculated?                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 22/10/18     | Parking occupancy data on the North Parramatta precinct was recollected on 7th and 9th February. Analysis of the data in 2.1.3 identifies the occupancy of parking on O'Connell Street followed by analysis of spare capacity in surrounding streets to calculate whether their is sufficient capacity to accommodate the changes                                                                                                                                                                              |
| 7       | Consolidated Parking Management Strategy (O'Connell Street) |              | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader | SCO     | P13 - how do the September 2018 utilisation rates compare to previous surveys? It would be good to compare for a sense check                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 22/10/18     | What previous surveys would we be comparing to?                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8       | Consolidated Parking Management Strategy (O'Connell Street) |              | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader | SCO     | P16 – 3 Impacts of Existing Parking – this section doesn't discuss the impact of removal of existing parking, it just visually shows where spaces are going to be lost either temporarily or permanently. This section doesn't discuss the impact of the lost bays and how each section relates to the current parking space utilisation. Where will those who currently park there go to park instead? Is there sufficient capacity of the surrounding street network where they are going to be displaced to? Do we envisage issues at any locations with vehicles driving around trying to find somewhere to park?   | 22/10/18     | Parking occupancy data on the North Parramatta precinct was recollected on 7th and 9th February. Analysis of the data in 2.1.3 identifies the occupancy of parking on O'Connell Street followed by analysis of spare capacity in surrounding streets to calculate whether their is sufficient capacity to accommodate the changes. Streets where parking is currently underutilised have been identified.                                                                                                      |
| 9       | Consolidated Parking Management Strategy (O'Connell Street) |              | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader | SCO     | P22 – Consultation – The description of this section is that it is not consultation as those impacted are not being asked of their opinion, they are being told what is going to change. SCO recommend PLR prepare an engagement strategy that can be applied to all PLR stages and works contracts so engagement is undertaken in a consistent manner across the stages of project delivery. The suggested card on p23 is unlikely to be appropriate where parking is going to be permanently removed, nor would be suitable for a letterbox drop.                                                                     | 22/10/18     | Resident and business engagement surveys have been conducted for Package 1 and Package 2 (Activity A) results of this are presented in Section 3. Further engagement surveys will be conducted for the future packages of works. The letter issued by CoPC to residents is attached to this report                                                                                                                                                                                                             |
| 10      | Consolidated Parking Management Strategy (O'Connell Street) |              | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader | SCO     | P24 – 5. Staff Parking and Transport – contractor vehicles also needs to be addressed. Contractor vehicles that are necessary for a work site should be able to be parked within the work site and not in parking or loading bays adjacent to the work site. Contractor vehicles that are not necessary for work to be undertaken, should not be parking in the vicinity of the work zones.                                                                                                                                                                                                                             | 22/10/18     | Arrangements for contractor parking are explained for each package of works. The key aim of the strategy is to restrict workers from using on street parking in the vicinity of work areas. All workers will be instructed to use public transport to access work sites. All works areas must be planned to accommodate construction vehicles as these will be banned from using on street parking. Environmental and Community Site inspectors from TfNSW will monitor contractor works areas for compliance. |

|    |                                                             |  |                                         |                  |      |                                                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 11 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader   | SCO  | P25 – 6 Monitoring and Reporting – SCO recommend utilisation rates in the surrounding street network where spaces are going to be lost are assessed before and after spaces are lost for PLR works so we have the evidence there is sufficient space in the surrounding street network to absorb the removal of spaces for PLR. | 22/10/18  | Parking occupancy data in the North Parramatta precinct was recollected on 7th and 9th February. Analysis of the data in 2.1.3 identifies the occupancy of parking on O'Connell Street followed by analysis of spare capacity in surrounding streets to calculate whether their is sufficient capacity to accommodate the changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Katrina Loader   | SCO  | P26 – dot point 'As capacity is at around 78% it is indicative of enough capacity to absorb the loss of parking due to the Enabling Works.' How has this been assessed?                                                                                                                                                         | 22/10/18  | Revised calculations regarding utilisation have been conducted using the data collected in the North Parramatta precinct on the 7th and 9th January. Analysis of the data in 2.1.3 identifies the occupancy of parking on O'Connell Street followed by analysis of spare capacity in surrounding streets to calculate whether their is sufficient capacity to accommodate the demand related to the loss of residential parking. This methodology will be applied for all precincts as data becomes available from surveys                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 13 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Peter Keyes      | SCO  | The document does not propose a single mitigation measure. The enabling works will permanently remove 146 parking space, or 21% of the existing 703 parking spaces. This is a significant reduction in available parking and all possible mitigation measures should be investigated and implemented.                           | 22/10/18  | This document is relating to the EIS which states that off corridor 180 spaces would be removed in the North Parramatta precinct. Further design developments indicates the O'Connell Street enabling works (Package 1) will permanently remove 113 spaces from the North Parramatta precinct which has a parking supply of 806 spaces according to recent surveys. This indicates that refinement of the scheme has reduced the impact on parking compared to the EIS. In addition to this mitigation measures are being implemented which were not covered in the EIS such as expansion of the Resident Parking Scheme. Initial analysis of the survey data indicates there is spare capacity on surrounding streets to accommodate resident demand for parking. Temporary 'No stopping' zones along O'Connell Street are being considered using existing SCATS data from O'Connell and Church Street combined to calculate at what times of day two lanes are required in both directions. Further discussions will be held between SCO and CoPC before confirming the operational hours of the 'No Stopping' zone |
| 14 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Peter Keyes      | SCO  | Parking on O'Connell St to only be removed only as each block is occupied. A 24 hour clearway should also be implemented when parking is removed.                                                                                                                                                                               | 3/12/18   | The contractor will ensure wherever possible parking on O'Connell Street is reinstated whilst various areas are not required for work. Temporary 'No stopping' zones along O'Connell Street are being considered using existing SCATS data from O'Connell and Church Street combined to calculate at what times of day two lanes are required in both directions. Further discussions will be held between SCO and CoPC before confirming the operational hours of the 'No Stopping' zone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Peter Keyes      | SCO  | Proponent to work with CoPC to extend the existing 4P Permit Holder Excepted (or similar) residents parking scheme to the north to include:<br>o O'Connell St north of Barney St,<br>o Boar St west of Church St<br>o Dunlop St west of Church St<br>o Factory St west of Church St<br>o New St                                 | 3/12/18   | CoPC submitted a letter to residents confirming they are consulting on expanding the Resident Parking Scheme to include New Street and the south side of Dunlop Street (approx. 48 spaces) this detailed in Section 2.1.4. Any further decisions to expand the RPS again would not be considered until the impact of the O'Connell Street Enabling works have been monitored.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 16 | Consolidated Parking Management Strategy (O'Connell Street) |  | FW PLR-DWJV-PJT-PM-RPT-000001.A.09.A.01 | Peter Keyes      | SCO  | A street by street investigation into potential offset parking measures. An example is attached FYI. The proponent should investigate converting streets to one way to allow additional roadway width for parking. This is another opportunity to work closely with CoPC                                                        | 3/12/18   | This mitigation measure will be considered once the impact of removal of parking spaces on O'Connell Street has been monitored. We are also aware that to maximise the parking on Fleet Street it would need to be converted to one-way which may impact the Network Management Strategy that has already been finalised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 17 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Richard Searle   | CoPC | As part of the engagement process a workshop must be held with councillors to explain the mitigation measures. The only aspect of the proposed mitigation measure which will need to be presented to the Local Traffic Committee is the expansion of the Resident Parking Scheme                                                | 6/02/2019 | A workshop will be organised with councillors to discuss the different aspects of the scheme including mitigation measures. A date for this is still to be confirmed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 18 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Richard Searle   | CoPC | The eligibility area for parking permits will also be expanded as part of the scheme                                                                                                                                                                                                                                            | 6/02/2019 | The area bounded by Factory Street, O'Connell Street, Dunlop Street and New Street will now be included in the Resident Parking Permit area 07. This is explained in the letter sent by CoPC to residents informing them of the proposed changes to the RPS. The letter is appended to this report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 19 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Richard Searle   | CoPC | If a Clearway is to be implemented on O'Connell Street would it not need to be adopted as an RMS road?                                                                                                                                                                                                                          | 6/02/2019 | O'Connell Street will become a 'No stopping' zone. In certain circumstances RMS are able to impose a clearway on a road without adopting it. RMS have no current plans to adopt O'Connell Street in the foreseeable future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 20 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Katherine Zlatar | SCO  | If O'Connell Street is a Clearway how would refuse collection work?                                                                                                                                                                                                                                                             | 6/02/2019 | O'Connell Street will become a 'No stopping' zone. On other streets with this restriction refuse vehicles are still permitted to stop to collect refuse, this would also be the case for O'Connell Street. Collections would be timed to avoid peak hours reducing disruption when the network is operating a close to capacity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 21 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Michael Jollon   | CoPC | Another key issue for residents is that there driveways are either too steep to be used by residents who have mobility impairments or the width of the driveway will not allow certain vehicles such as taxis and delivery vehicles to access a properties off street parking                                                   | 6/02/2019 | Temporary 'No stopping' zones along O'Connell Street are being considered using existing SCATS data from O'Connell Street and Church Street combined to calculate at what times of day two lanes are required in both directions. Further traffic analysis including SIDRA modelling will also be undertaken. This approach has been agreed with CoPC and SCO. Email exchanges confirming this are appended to the report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 21 | Consolidated Parking Management Strategy (O'Connell Street) |  | 06/02 meeting                           | Richard Searle   | CoPC | What is the required clearance for all street furniture and signage once O'Connell Street is converted to two lanes in each direction?                                                                                                                                                                                          | 6/02/2019 | A clearance of 600mm for all street furniture is proposed which has been approved by RMS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

|                      |                                                             |     |                                     |                |      |                                                                                                                                                                                                                    |            |                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | 06/02 meeting                       | Richard Searle | CoPC | There should be a wider look at the works in North Parramatta by RMS to confirm which roads they will be adopting in the future                                                                                    | 6/02/2019  | This is a discussion to be held between CoPC and RMS, which falls outside the scope of this report                                                                                                                                                                                                                                                                                                                        |
| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | 06/02 meeting                       | Michael Jollon | CoPC | The changes to O'Connell Street will worsen the environment for pedestrians                                                                                                                                        | 6/02/2019  | As part of the works where reasonably practicable footpaths that are not DDA compliant will be brought up to standard. The intersection works at Dunlop Street and Factory Street will provide signalled crossings which are an improvement on the existing arrangement                                                                                                                                                   |
| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | PLR-TFNSW-PJT-PE-RPT-000019 0.2     | Joekarl Diaz   | RMS  | I find it difficult to understand the end-state condition of parking following the completion of the packages                                                                                                      | 11/02/2019 | The document currently only contains information on Package 1 (O'Connell Street Enabling works) and Package: Activity A works. Further revisions of the document will include information on the other work packages but due to the timeline of the project most of this information is not currently available.                                                                                                          |
| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | PLR-TFNSW-PJT-PE-RPT-000019 0.2     | Joekarl Diaz   | RMS  | It would be good to see a strategic outline of the different packages with timeframes to see how parking in each precinct will be impacted, and where temporary and permanent parking arrangements will be applied | 11/02/2019 | The section for each precinct will include a table outlining the estimated programme for all packages of works within that precinct. A planned timeline for all packages is provided in Section 1.6                                                                                                                                                                                                                       |
| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | PLR-TFNSW-PJT-PE-RPT-000019 0.2     | Joekarl Diaz   | RMS  | There seems to be a disjoint with the rest of the document, in particular Section 2, and the adopted Parking Hierarchy shown in Figure 2                                                                           | 11/02/2019 | An overview of the approach to parking is provided in the PLR Stage 1 EIS. The general principles of repaving parking which is at the top of the hierarchy (servicing and disabled parking) has been applied to all precincts. The precinct specific mitigations apply the general principles from the EIS and parking hierarchy to the specific works in each precinct.                                                  |
| 21                   | Consolidated Parking Management Strategy (O'Connell Street) |     | PLR-TFNSW-PJT-PE-RPT-000019 0.2     | Joekarl Diaz   | RMS  | Strategic mitigating measures in each precinct may need further elaboration                                                                                                                                        | 11/02/2019 | Strategic mitigation measures as expressed in the EIS have been followed through in detail in the precinct specific mitigations, e.g. expanding the residents parking zone, encouraging the contractor workforce to use public transport and monitoring the effect of parking removal to determine whether temporary re-instatement or contraflow parking can be provided on O'Connell Street.                            |
| 1                    | PLR Consolidated Parking Management Strategy                | 0.2 | 081118 SCO catch up minutes         | G Lehn         | SCO  | Require a greater understanding of who is responsible for what, who is implementing and what City of Parramatta Council's views are                                                                                | 8/11/18    | A consultation session was held on 6th February where CoPC, RMS and SCO were in attendance to clarify where responsibilities lie. All these parties have been consulted and asked to provide comment on the Consolidated Parking Management Strategy. All feedback is collated in the consultation log, appropriate responses provided and the document was updated where appropriate.                                    |
| Table 1              | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019         | G Lehn         | ER   | Condition E11 has been updated under the latest modification and the wording should be updated in the table accordingly.                                                                                           |            | Condition E11 has been updated in the CoA table                                                                                                                                                                                                                                                                                                                                                                           |
|                      | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Update relevant sections highlighted in yellow for final submission                                                                                                                                                |            | The document will be issued in stages due to the timescales for the various work packages. This revision will only include information relevant to Package 1 (O'Connell Street Enabling works) and Package 2: Activity A                                                                                                                                                                                                  |
| Figure 13            | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | What is the expected duration of these works, or time that spaces will be impacted? Suggest including as relevance to E11 long term loss                                                                           |            | Duration of works and the number of spaces impacted by each stage of works are now included in the document                                                                                                                                                                                                                                                                                                               |
| Figure 15            | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | To be provided with relevant information                                                                                                                                                                           |            | Figure now inserted                                                                                                                                                                                                                                                                                                                                                                                                       |
|                      | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Relevant figures to be provided for final submission                                                                                                                                                               |            | Figures now inserted                                                                                                                                                                                                                                                                                                                                                                                                      |
| Section 2.1.4,       | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Temporary removal of parking and staging - the term temporary indicates that parking spaces will then be returned, is this the case for those that are identified under this title?                                |            | Language used within the document has been adjusted the word temporary is only used when parking is impacted for under 3 months to align with updated Condition E11                                                                                                                                                                                                                                                       |
| Section 2.1.4,       | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | No Stopping restriction - comment regarding SCO, is this part of the strategy? Suggest including this in consultation section and how it is being responded to.                                                    |            | Temporary 'No stopping' zones along O'Connell Street are being considered using existing SCATS data from O'Connell Street and Church Street combined to calculate at what times of day two lanes are required in both directions. Further traffic analysis including SIDRA modelling will also be undertaken. This approach has been agreed with CoPC and SCO. Email exchanges confirming this are appended to the report |
| Section 2.1.6, 2.2.5 | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Will this section, re package 4, be updated with relevant detail as per information for enabling works?                                                                                                            |            | Yes, these sections will be updated once further information is available regarding the works included in Package 4 and how they will impact parking. This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A.                                                                                                                                   |
| Section 3.1.1        | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Will this strategy be updated as a result of the community consultation by CoPC                                                                                                                                    |            | Section 3 includes the results of all resident and business engagement surveys conducted. Where appropriate findings from these surveys have been used to amend and refine mitigation measures.                                                                                                                                                                                                                           |
| Section 4            | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | In relation to monitoring strategy how will this be managed with different packages and different commencement times for implementation of parking changes and strategies?                                         |            | Monitoring strategies will be developed by precinct to ensure they contain appropriate methodologies for each precinct and are implemented at appropriate time intervals.                                                                                                                                                                                                                                                 |
|                      | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Timing for removal of on and off street parking is not included for Package 1, Parramatta CBD, no timing is included for package 4, infrastructure contract                                                        |            | Information on Package 1 (George Street Enabling works) and Package 4 will be included in a future revision of the document. This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A.                                                                                                                                                            |
|                      | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Parking survey detail is not completed for all areas                                                                                                                                                               |            | Data from parking occupancy surveys for all areas will be included in future revisions of the document. This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A.                                                                                                                                                                                 |
|                      | PLR Consolidated Parking Management Strategy                | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn         | ER   | Assessment of impacts of changed to parking has been included. Evidence that this is a result of consultation has not been provided. Appendix D is not included                                                    |            | Consultation with stakeholders is detailed in the consultation log. All feedback received is included in this document, appropriate responses are provided and the report was updated where appropriate.                                                                                                                                                                                                                  |

|               |                                                        |     |                                     |                      |                                  |                                                                                                                                                                                                                                                                                                                                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|               | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | Measures to manage any reduction in parking have been identified for package 1, north Parramatta and HRW, to be identified for other areas                                                                                                                                                                                                                             |          | Information on parking impacts for other packages will be included in a future revision of the document. This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A.                                                                                                                                                                                                                                                                                                                                                                                                       |
| Section 2.3.2 | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | Section 2.3.2 identifies disabled and loading zones on George St being removed, impacts and mitigations are not yet identified.<br>No information regarding loading zones for package 4                                                                                                                                                                                |          | Details on the Package 1 (George Street Enabling works) will be provided in a future revision of this document                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Section 4     | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | Monitoring requirements are included, section 4.<br>No reference in monitoring section to reviewing for unintended traffic impacts or approach to be taken if measures that have been implemented are not adequate                                                                                                                                                     |          | Updated to state that where unintended impacts are identified. Amendments to the strategy or further mitigation measures will be developed and considered.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|               | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | No works associated with interchanges have been included in this revision of the PMS                                                                                                                                                                                                                                                                                   |          | This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A. Parking relating to transport interchanges may be included in a future revision of the document.                                                                                                                                                                                                                                                                                                                                                                                                               |
|               | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | PMS does not directly address impacts to parking on southern side of Macquarie St.                                                                                                                                                                                                                                                                                     |          | This issue will be addressed in a future version of the document. This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|               | PLR Consolidated Parking Management Strategy           | 0.2 | PLR-TFNSW-PJT-PE-RPT-000019 Rev 0.2 | G Lehn               | ER                               | There are no specific areas where on-site parking for properties is identified as being impacted                                                                                                                                                                                                                                                                       |          | As part of Package 1 (O'Connell Street Enabling works) and Package 2: Activity A the only on site parking impacted is on the Westmead Hospital Campus which is detailed in Section 2.2.4. The loss of parking due to this has been agreed between Health Infrastructure and Westmead Hospital. Where off street property parking is impacted due to future work packages this will be detailed in that revision of the document.                                                                                                                                                                                                                 |
| 1             | Parking Management Strategy - Hawkesbury Road Widening | A   | PLR-HAC-HRW-PE-RPT-000001           | Sgt Jack MAKHOUL     | NSW Police Force- Parramatta PAC | No issues or comments with the proposed Parking Management Strategy.                                                                                                                                                                                                                                                                                                   | 21/12/18 | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2             | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Mathivanan Sakthivel | WSLHD (Westmead Adults Hospital) | The alternate disabled spaces away from Hawkesbury Road is bit far for people wanting to park closer to the hospital – we could look at creating more disable spaces in CP4                                                                                                                                                                                            | 21/12/18 | Disabled parking provision has been designed to align with the PLR end state provision as outlined in the EIS. Despite the increased walking distance a zebra crossing has been provided outside WIMR to facilitate the movement of mobility impaired users to Westmead Hospital. Any further provision which can be provided as part of CP4 would be welcomed and is a preferred mitigation measure but would be within the remit of Westmead Hospital to provide. It should be noted more disabled parking will be provided within the Westmead Hospital Campus as part of the redevelopment some of this is due to be opened as early as 2020 |
| 3             | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Matthivana Sakthivel | WSLHD                            | 2 entries and exits needs to be maintained in CP4 due to exit on roof level proposed to be taken for the site compound                                                                                                                                                                                                                                                 | 21/12/18 | All accesses and egresses to CP4 will be maintained except the exit of roof level which is impacted by the site compound. Explanation of how vehicles will be diverted is included in the document and appropriate signage will be provided                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6             | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Mathivanan Sakthivel | WSLHD                            | Cumberland hospital executives needs to be included in the consultation                                                                                                                                                                                                                                                                                                | 21/12/18 | Cumberland Council were engaged as part of the stakeholder engagement process and were invited to a stakeholder engagement session on 24th January. They have no comments on the document                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8             | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Recommendation that Council provides written approval of the document                                                                                                                                                                                                                                                                                                  | 21/01/18 | CoPC have been consulted and invited to a number of engagement sessions. All there feedback is contained in the consultation log, appropriate responses have been provided and the document was updated where required.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9             | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Page 5 / Fig 2: please explain how parking occupancy exceeds 100% in some cases                                                                                                                                                                                                                                                                                        | 21/01/18 | Parking exceeds 100% in some cases as people have parked illegally leading to some zones accommodating more cars than their capacity. This is also clarified in the document.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10            | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Page 10 / last sentence: spelling mistake ('conduced') and unfinished sentence                                                                                                                                                                                                                                                                                         | 21/01/18 | Spelling mistake corrected                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11            | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Page 11: insert dates and program of works                                                                                                                                                                                                                                                                                                                             | 21/01/18 | Programme of works now added to Section 1.6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12            | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Page 11/12: details of wayfinding signage must be included for the relocated disability parking                                                                                                                                                                                                                                                                        | 21/01/18 | A figure has been produced showing an outline plan for the wayfinding signage to be implemented in relation to the relocated disabled parking. This is now included in the document. The contractor will be required to produce a Wayfinding Strategy prior to commencement of the works                                                                                                                                                                                                                                                                                                                                                         |
| 13            | Parking Management Strategy                            | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Daryl J Ninham       | RMS                              | Page 17: stakeholders would also include TfNSW, all relevant bus operators, and Taxi Council                                                                                                                                                                                                                                                                           | 21/01/18 | Condition E11 states that only the relevant road authority and relevant council need to be consulted. In the case of the Package 2: Activity A works parties within Westmead Hospital have also been consulted                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 14            | Parking Management Strategy Hawkesbury Road Widening   | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Michael Kolos        | CoPC                             | 3 Impacts and mitigation measures: p12, Disabled parking, Figure 6 "Zone A (Four disabled bays) relocation". No distance given for additional walk from proposed disabled parking spaces on Helen St to crossing of Hawkesbury Rd near Queens Rd. This distance is about 260m. This may not be possible for some mobility impaired people.                             | 21/01/19 | Due to the proposed crossing north of Helen Street users may not need to use the crossing near Queens Road depending on their final destination within the Hospital. The additional walking distances to various destinations have been added to the document.                                                                                                                                                                                                                                                                                                                                                                                   |
| 15            | Parking Management Strategy Hawkesbury Road Widening   | A   | PLR-HAC-HRW-PE-RPT-000001_Rev A     | Michael Kolos        | CoPC                             | 3 Impacts and mitigation measures: p13, Disabled parking, Figure 7 "Zone C (Seven disabled bays) relocation". Recommend providing both proposed temporary crossing locations over Hawkesbury Rd, not only one or the other. The crossing proposed in front of 195 Hawkesbury Rd will reduce the distance to the nearest crossing point for people parking in Helen St. | 21/01/19 | By locating the disabled spaces relocated to Jessie Street on the southern side of the road one crossing can accommodate the movements for all relocated disabled spaces without these users having o cross any of the side streets. The additional walking distances to various destinations have been added to the document.                                                                                                                                                                                                                                                                                                                   |

|              |                                                        |   |                                 |                 |                            |                                                                                                                                                                                                                                                 |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 16           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Michael Kolos   | CoPC                       | 3 Impacts and mitigation measures: p14, Disabled parking, Figure 8 "2-hour replacement parking locations". Add notation stating additional distance for parking in Helen St is 200m and additional distance for parking in Caroline St is 300m. | 21/01/19   | Text stating the revised walking distances has been added to the document.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 17           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Edward Salinas  | Fire NSW                   | No issues or comments with the proposed Parking Management Strategy.                                                                                                                                                                            | 22/01/2019 | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 18           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Matthew Rodgers | RMS                        | No issues or comments with the proposed Parking Management Strategy.                                                                                                                                                                            | 23/01/2019 | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 19           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Jorkarl Diaz    | RMS                        | No issues or comments with the proposed Parking Management Strategy.                                                                                                                                                                            | 23/01/2019 | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 20           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Michael Kolos   | CoPC                       | That the Project work with NSW Health to repurpose or create suitable on-site disabled parking as the relocation of disabled parking from Hawkesbury Rd to nearby streets causes diversion of excessive length for the mobility impaired.       | 22/01/19   | Westmead Hospital have been engaged and are considering converting a number of spaces in Car Park 4 to disabled spaces as a temporary measure. It should also be noted that as part of the Westmead Hospital Redevelopment increased disabled parking will be provided. Thirteen spaces are due to be provided in Car Park R which will border Hawkesbury Road. Parts of the redevelopment are due to open from the start of 2020.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 21           | Parking Management Strategy Hawkesbury Road Widening   | A | PLR-HAC-HRW-PE-RPT-000001_Rev A | Siva Sivakumar  | Cumberland Council         | Council does not have any comments at this instance.                                                                                                                                                                                            | 22/01/19   | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|              | Parking Management Strategy - Hawkesbury Road Widening | A | PLR-HAC-HRW-PE-RPT-000001       | Paul Turner     | NSW Ambulance              | No issues or comments with the proposed Parking Management Strategy.                                                                                                                                                                            | 30/01/19   | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|              |                                                        |   | PLR-HAC-HRW-PE-RPT-000001       | Michael Kolos   | City of Parramatta Council | There will still be demand for the on street disabled spaces after increased disabled parking is implemented on site as part of the Westmead Hospital Redevelopment                                                                             | 6/02/19    | We agree with the following which is why the disabled spaces are being relocated and not removed. The Westmead Hospital Redevelopment will provide disabled users with more parking options if they area accessing the Hospital.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| General      | PLR Consolidated Parking Management Strategy           |   | PLR-HAC-HRW-PE-RPT-000001       |                 | SCO                        | SCO notes that the document is incomplete and requires further development.                                                                                                                                                                     | 11/02/2018 | This revision of the document only provides information on Package 1 (O'Connell Street Enabling works) and Package 2: Activity A. TfNSW expects the next version of the Consolidated PMS to be issued week commencing 25/02. This will be following an additional meeting with SCO to present the analysis of traffic data to resolve the TfNSW response to the CoPC comments relating to O'Connell Street parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Clause 2.1.4 | PLR Consolidated Parking Management Strategy           |   | PLR-HAC-HRW-PE-RPT-000001       |                 | SCO                        | The DWJV Parking Management Strategy identified that their works would permanently remove 146 of the 703 parking spaces in the study area. This level of information is missing from the consolidated document.                                 | 11/02/2018 | This document is relating to the EIS which states that off corridor 180 spaces would be removed in the North Parramatta precinct. Further design developments indicates the O'Connell Street enabling works (Package 1) will permanently remove 113 spaces from the North Parramatta precinct which has a parking supply of 806 spaces according to recent surveys. This indicates that refinement of the scheme has reduced the impact on parking compared to the EIS. In addition to this mitigation measures are being implemented which were not covered in the EIS such as expansion of the Resident Parking Scheme. Analysis of the survey data indicates there is spare capacity on surrounding streets to accommodate resident demand for parking. Initial results of the parking survey analysis of parking occupancy indicate an averaged total of 20 unrestricted spaces and 26 spaces from the 4P (except permit holder) zones on O'Connell Street must be accommodated. Average residential parking occupancies for surrounding streets indicate there capacity of 64 unrestricted spaces and 37 4P spaces. Averages are for weekday hours 0600 and 2200 and weekend hours. Note that data analysis for Barney Street (10 spaces) is underway and will be reported next week. |
| Clause 2.1.4 | PLR Consolidated Parking Management Strategy           |   | PLR-HAC-HRW-PE-RPT-000001       |                 | SCO                        | The only mitigation proposed for the North Parramatta area is the conversion of 48 unrestricted parking spaces to 4P, residents excepted. How effective will this be in mitigating the permanent removal of 146 car spaces?                     | 11/02/2018 | To clarify the number of spaces being permanently removed is 113. Analysis of the recent parking surveys indicates there is capacity in the surrounding network for resident parking demand (at the start and end of weekdays and weekends). (Refer to above response.) Community engagement surveys report 83% of households own two or less cars. This spare capacity on surrounding streets can accommodate the requirement for residents to park their second vehicle in the vicinity of their property. The high parking occupancy on O'Connell Street throughout the weekdays looks to be driven by commuters. The focus of the parking management strategy in the North Parramatta Precinct is to ensure residents still have suitable parking rather than accommodate commuters who have alternatives such as paying for Parramatta CBD off-street parking or using public transport. Further discussions with RMS, SCO and CoPC will take place next week (week commencing 25/ 02).                                                                                                                                                                                                                                                                                               |

|              |                                              |  |                           |  |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Clause 2.1.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | The "Enabling Works are being undertaken to ensure greater traffic flow and capacity during the construction and operation of Parramatta Light Rail". It would be nonsensical to then suggest allowing parking on the upgraded arterial road. Suggest removing the 'No Stopping Restriction' clause from the document and present a unified TfNSW view within the document generally.                                                                                                                             | 11/02/2018 | The capacity improvements along O'Connell Street are required to accommodate peak hour traffic volumes as outlined in the EIS. At other times of day it could be the case that one lane in each direction would be able to accommodate predicted traffic flows but no off peak modelling has currently been undertaken to confirm this. Further analysis of SCATS counts will be undertaken by Arup once raw data is received, to determine likely intra peak, off peak and weekend traffic volumes. If off peak flows are considerably lower than 800 per hour it may be appropriate for the 'No stopping' enforcement to only apply at certain times of day. We are aware that SCO and CoPC have varying opinions on the future restrictions to be implemented on O'Connell Street. Further meetings with SCO, RMS and CoPC will be arranged week commencing 25/02. |
| Clause 2.1.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | The implementation of angled parking does not require planning approval. TfNSW could work with CoPC to design and implement any changed parking arrangements.                                                                                                                                                                                                                                                                                                                                                     | 11/02/2018 | The removal of mature trees would be necessary if an uplift in parking spaces were to be achieved. Tree removal would trigger the requirement for approvals. Due to the narrowness of Fleet Street, angled parking on one side would also result in the loss of parking on the other, due to the swept path of reversing manoeuvres across the two traffic lanes. The uplift in available parking spaces would be minimal unless traffic were to be restricted to one-way.                                                                                                                                                                                                                                                                                                                                                                                            |
| Clause 2.1.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Regardless of the any approvals that may be required, TfNSW should identify all opportunities to offset the parking spaces removed by the PLR works.                                                                                                                                                                                                                                                                                                                                                              | 11/02/2018 | The focus of the parking management strategy for the North Parramatta Precinct is to ensure there is suitable parking supply for residents. Initial analysis of the parking survey data indicate that there is spare capacity in the surrounding network to accommodate the resident parking demand impacted by the O'Connell Street enabling works (Package 1) see comment #2 response above. Initial estimates of the parking impact of Package 4 also indicate this could be accommodated by available capacity in surrounding streets. TfNSW is willing to work with stakeholders (CoPC, HAC and UrbanGrowth) to explore further opportunities to increase parking supply in the North Parramatta precinct during the PLR construction phases.                                                                                                                    |
| Clause 2.1.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | There are more opportunities other than just Fleet St to provide angled parking in the North Parramatta precinct. A street by street investigation into potential offset parking measures should be included. TfNSW should also investigate converting streets to one way to allow additional roadway width for parking.                                                                                                                                                                                          | 11/02/2018 | The PLR Network Management Strategy has already addressed the operation of streets with regards one-way and two-way running. This document is finalised and changing the operation of streets will impact the assessment undertaken in that strategy. Many vehicle routes will be severed due to the implementation of PLR. Further changes to street operation would further complicate vehicle routing and reduce the efficiency of the network. TfNSW is happy to work with CoPC to develop other parking options which do not involve adjusting the operation of                                                                                                                                                                                                                                                                                                  |
| Clause 2.2.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Given the 2 locations proposed for 2P parking are located on residential streets, should residents be exempted from the 2P restriction?                                                                                                                                                                                                                                                                                                                                                                           | 11/02/2018 | Currently residents are exempted from 2P restrictions in the Westmead Residents Permit Zone (Area 03) covering Hainsworth, Jessie, Helen, Caroline Streets and Queens Road this will also apply to any of the 2P parking relocated to Caroline Street, Helen Street and Jessie Street and is detailed in Section 2.2.4 of the document.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Clause 2.2.4 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | A street by street investigation into potential offset parking measures should be included for the Westmead precinct.                                                                                                                                                                                                                                                                                                                                                                                             | 11/02/2018 | Section 2.2.3 is now updated to include analysis of Queens Road, Caroline Street, Helen Street and Jessie Street. Analysis of the latest parking survey data will demonstrate if there is available capacity to accommodate the loss of parking on Hawkesbury Road. We are also aware that a number Hospital employees currently park on these streets from data collected in the Residents engagement survey. As part of the Hospital redevelopment the parking within the campus is being increased. This is anticipated to reduce the number of Hospital employees parking on these side streets increasing parking availability for residents. The next revision of the Consolidated PMS, which reports on the parking survey analysis, will be available week commencing 25/02.                                                                                  |
| Clause 1.8   | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Regarding worker parking, support flagging it as an issue and the role of travel plans to inform workers of options, however, suggest the framework sets a strong expectation that construction vehicles park within the worksite (or designated area) and not on-street. Previous experiences have seen instances where workers park in the surrounding network, limiting use by the community. This stronger theme would then be continued in the proceeding precinct chapters, and in the monitoring strategy. | 11/02/2018 | The section has been updated to confirm that the contractor must design works areas to accommodate construction vehicles and it will not be acceptable to park these vehicles in nearby parking zones.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| Clause 2.1.5 | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Current wording is soft ("DWJV staff and contractors... will be advised not to use on-street parking in the vicinity of the works"). Suggest stronger wording to the effect that workers and contractors will park within site and not in parking adjacent to the worksite – and mechanisms to monitor this (which may sit in Section 4. | 11/02/2018 | Section has been updated with stronger wording and text has been added confirming that all works areas must be designed to accommodate construction vehicles. It will not be acceptable to park these vehicles in nearby on street parking.<br>Environmental and Community Site Inspectors from the TfNSW PLR project team will monitor these work sites for compliance.                                                                                    |
| Clause 2.24  | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Similar to the other comments regarding construction worker parking, suggest setting the expectation in the overarching strategy that workers and contractors will not park on-street adjacent to the worksite.                                                                                                                          | 11/02/2018 | Section has been updated with stronger wording and Section 1.8 has been updated to restrict workers from parking adjacent to sites and confirming that all construction vehicles must be parked within designated works areas.                                                                                                                                                                                                                              |
| Clause 4     | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Clarification sought on whether this section must also link in with condition E18 of the conditions of consent<br>Clarification sought on who is responsible for developing and conducting the monitoring strategy –footnote wording suggests it sits with the contractor ("developed in partnership with TfNSW at a later stage")       | 11/02/2018 | Monitoring will include parking surveys, analysis and response to any issues. Detailed monitoring requirements will be developed with RMS, SCO and relevant councils and carried over into the Operational Traffic, Transport and Access Performance Review.<br>Surveys will be conducted at key points within the construction programme. I.e. at the end of the enabling works and after the main works are completed, to inform the monitoring strategy. |
| 1.7          | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Include a programme/timeline outlining how each of these sections sequence or overlap.                                                                                                                                                                                                                                                   | 11/02/2018 | The document now includes a timeline currently based on minutes from a SCO/PLR interface meeting held on 14/02/19 but will update if the programmes change.                                                                                                                                                                                                                                                                                                 |
| Figure 3     | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Include a higher quality image that is legible                                                                                                                                                                                                                                                                                           | 11/02/2018 | Both figures have now been produced so they are more legible.                                                                                                                                                                                                                                                                                                                                                                                               |
| 1.9.2        | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Consider including Table 2 in this section as an Appendix. Replace with brief commentary around how the Accessibility Code is applied when developing the Parking Management Strategy                                                                                                                                                    | 11/02/2018 | Text added to Section 1.8 confirming that footpaths around relocated parking will be upgraded to meet DDA guidelines. More detailed section removed from the report.                                                                                                                                                                                                                                                                                        |
| 1.7.         | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Confirm exactly which section you are seeking feedback on. i.e. is it Package 1; Package 2 (activity A,B,C); and Package 3? How should this be reviewed in isolation to the rest of the document?                                                                                                                                        | 11/02/2018 | Section referring to Package 1 (O'Connell Street) and Package 2: Activity A should be reviewed in this revision. Comments relating to links to other sections are welcome but may not be addressed in this revision of the report. Further sections which are highlighted and refer to other work packages will be completed for future revisions of the document. This point is clarified in the 'Document Control' section of the report                  |
| 2.1.2        | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Include a map showing each road section listed in this section, and the number of parking spaces in each.                                                                                                                                                                                                                                | 11/02/2018 | Figures relating to the O'Connell Street (Package 1) parking impact now added to the report                                                                                                                                                                                                                                                                                                                                                                 |
| 2.1.4        | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Clarify the number of parking spaces which will be removed and the period of time they will be out of place.                                                                                                                                                                                                                             | 11/02/2018 | Number of parking spaces are now clarified in the section and noted on the relevant figures.                                                                                                                                                                                                                                                                                                                                                                |
| 2.1.4        | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |  | SCO | Temporary Removal of Parking – where will the parking be reallocated? This report is meant to encompass all elements of parking management for PLR.                                                                                                                                                                                      | 11/02/2018 | The Package 1 contractor will re-instate some of the 67 unrestricted and 38 4P spaces on O'Connell Street and Barney Street as they progress with the works. The precise amount will depend on the rate of progress workers make against the agreed program with TfNSW PLR project team. Likewise the timing of the re-instatement of parking will be determined as the rate of progress against the agreed program is assessed.                            |



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| General                                     | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |               | SCO  | Noting that the report is incomplete. The SCO would need to be consulted on a final complete document to provide thorough feedback.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 11/02/2018 | The next revision will be re-issued to SCO pending receipt of final parking count data (noting this was delayed due to the overnight storm 8th and 9th February) and comments from CoPC which will need to be incorporated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1.7 Package 4 Infrastructure context        | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 |               | CoPC | When preparing the Package 4, Infrastructure delivery stage, include section on disabled mitigation measures during construction, particularly on Church St (btw Victoria Rd and Macquarie St) and Macquarie St (btw Marsden St and Smith Charles St).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 18/02/2019 | This will be picked up in section 2.3 Parramatta CBD Precinct, under a new heading for Package 4 works. A new note will be added for including assessing and mitigating the impact of relocating any special use parking spaces including: accessible parking, taxi, mail and loading zones.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1.7 Package 5 Supply Operate Maintain stage | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 | Paula Tomkins | CoPC | When preparing for Package 5, Supply Operate and Maintain include drop off and pick up locations nearest each stop for:<br>Wheel chair bound passengers<br>General kiss and ride passengers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 18/02/2019 | Kiss and ride locations as identified in the access plans in the EIS Operational Traffic and Transport Technical Assessment Report for all stops has been incorporated into the Scope of the Infrastructure Contractor.<br><br>Stops on the Carlingford line will maintain existing park and ride in accordance with the Urban Design Requirements document as agreed with CoPC. Park and Ride will include appropriate accessible parking spaces.<br><br>Additionally, in accordance with the Urban Design Requirements, new stops will have not have park and ride, however these access plans have identified kiss and ride spaces. Stops will meet disability standards for light rail stops.                                                                                                                                                                                                                            |
| 2.2 Westmead Precinct                       | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 | Paula Tomkins | CoPC | Pages 42,43, Tables 3 (Parking Zone A – Walk distance impact) & 4 (Parking Zone C – Walk distance impact), relating to Hawkesbury Rd widening. It is acknowledged some relocated disabled parking spaces will require a longer walk distance to their destinations, varying from 25m less to 200m more. However mobility parking scheme permit holders may have obtained their permit on the eligibility criteria of being "detrimentally affected as a result of walking 100m ( <a href="https://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/index.html">https://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/index.html</a> ). In their case, these relocated parking spaces are unsatisfactory. Other measures must be offered to permit holders with who meet this criteria. | 18/02/2019 | As part of the Westmead Hospital Redevelopment increased disabled parking will be provided across the campus with a large amount of parking being implemented north of the Hospital (See Figure 26). Although no new disabled spaces will be provided closer to the Westmead E&D access and the University Clinic than the existing spaces on Hawkesbury Road. The overall uplift in disabled parking should increase the availability of disabled spaces within existing car parks near these sections of the Hospital.                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                             | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 | Paula Tomkins | CoPC | The first sentence appears to have superseded the second sentence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 18/02/2019 | Footnote on Page 30<br>"City of Parramatta Council issued a letter to residents on 31st January providing details of the expansion and how to apply for permits. The letter is presented in Appendix A. Community consultation will be undertaken early in 2019 with the aim to submit a proposal to the Local Traffic Committee in March."<br>Sentence will be updated to reflect consultation underway and date of the CoPC Traffic Committee meeting on 21 March.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                             | PLR Consolidated Parking Management Strategy |  | PLR-HAC-HRW-PE-RPT-000001 | Paula Tomkins | CoPC | It is not clear that the RPS is a Council initiative, and that is not just for the loss of parking during construction but also for the permanent loss of parking in O'Connell Street and Factory Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 18/02/2019 | 2.1.4 Resident Parking Scheme catchment<br>To mitigate the removal of 40 4P (except permit holder) spaces expanding the existing catchment of the Residential Parking Scheme to include New Street and the south side of Dunlop Street (west of Church Street) will be made a priority. This would involve reallocating kerbside parking from unrestricted to 4P (except permit holder) spaces providing an additional 48 spaces within the Resident Parking Scheme. The locations of the removed and extended resident parking are presented in Figure 19. The area in which households can apply for resident parking will also be expanded. Sentence will be amended to make it clear the CoPC proposal to expand the existing Resident Permit Parking catchment. Sentence will make it clear this is to mitigate both the construction of Packages 1 and 4, and permanent losses on O'Connell Street and Factory Street. |

|  |                                                     |  |                                  |                      |             |                                                                                                                                                                                                                                                                                                                                                                                                         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|  | <p>PLR Consolidated Parking Management Strategy</p> |  | <p>PLR-HAC-HRW-PE-RPT-000001</p> | <p>Paula Tomkins</p> | <p>CoPC</p> | <p>In regards to the "No Stopping" on O'Connell Street, PLR should know the forecast traffic volumes for different times of the day, and therefore whether part time "No Stopping" is possible and for what hours. This is a critical issue, based on the 3 site meetings with residents and Geoff Lee MP, and the results of the surveys with residents. This section of the report is inadequate.</p> | <p>18/02/2019</p> | <p>2.1.4 Clearway<br/>Clearway<br/>The implementation of a partial clearway on O'Connell Street will be investigated. Potential clearway arrangements may include:</p> <ul style="list-style-type: none"> <li>• Clearway between 7am and 7pm;</li> <li>• Clearway on the western side of the street in the PM peak; and</li> <li>• Clearway on the eastern side of the street in the AM peak.</li> </ul> <p>PLR will monitor parking availability and traffic movements following the expansion of the Residential Parking Scheme and engage further with residents before making any recommendations on clearways. The SCO is not in favour of a partial clearway and has recommended a 24-hour clearway be implemented when parking is removed.</p> <p>TfNSW has provided the results of Aimsun modelling for 2026 with Enabling Works. Note this is only for peaks and post-completion of the Package 4 works on Church Street.</p> <p>TfNSW is now undertaking further analysis of hourly SCATS counts for Church Street and O'Connell Street to determine whether No Stopping/ Clearway is required between peaks, overnight and during weekends. The results of this analysis will be shared with CoPC prior to finalisation of the Consolidated PMS ahead of the O'Connell Street works.</p> |
|--|-----------------------------------------------------|--|----------------------------------|----------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## **Appendix D**

### **Community Engagement Questionnaires**

## Summary O'Connell Street Resident Survey

- 43 responses received
- 10.75% response rate\*
- Enabling Works
- Barney street (O'Connell to Church Streets) – 11 spaces
- O'Connell Street (Barney to Board Streets) – 2 spaces
- O'Connell Street (Albert to Barney Streets) – 86 spaces
- Total – 99 spaces
- \*Based on 40 Apartment blocks with an average of 10 units per block we estimate a potential of 400 responses possible. With approximately an average of 3 residents per household this will impact 1200 members of the local community.

### What we know?

- 9 in 10 know about the Parramatta Light Rail

### ... about residents

- Residents residing on O'Connell Street between Factory Street and Albert Street more highly engaged with 65% of responses from this group
- Residents residing on O'Connell Street between Dunlop Street and Factory Street were the second highly engaged group with 28% of responses
  
- Almost 56% of residents are owners with 44% renting
- 46.5% of residents have lived on O'Connell Street for 5+ years
- Almost 33% residents have lived on O'Connell Street for 10+ years
- Almost 28% residents have lived on O'Connell Street for 2-5 years
- Almost 21% residents have lived on O'Connell Street less than a year

### ...about communication

- No residents preferred personal contact
- 65% prefer email
- 56% prefer postal mail
- 12% prefer mobile – SMS

### ...about perceived impacts of loss of parking

- 70% cite it as high impact
- Only 15% cite it as low to no impact at all

### ...about resident parking

- On average 2 vehicles per household

- 75% have off street parking
- 25% don't have off street parking
- On average 1 off street parking space per household

... **about perceived on street parking needs**

- 7 in 10 households use on street parking
- 3 in 10 households have residential parking permits
- 7 in 10 households do not have residential parking permits
- 3 in 10 households require access to accessible parking

... **about on street parking usage**

- 95% of on street parking used by residents
- 75% of on street parking used by visitors
- 55% of on street parking used by workers
- 9 in 10 of visitors require on street parking
- On average 2 on street parking spaces are used daily per household
- Almost 90% of need is between 6pm – 7am everyday
- 7am – 6pm weekends on street parking need is double that of weekdays
- Almost 80% of on street parking is 4+ hours

... **about general residents concerns**

- 4 in 10 concerned about parking
- 30% concerned about increased traffic

**Parramatta** Light Rail

130 George Street, Parramatta NSW 2150

**P** (02) 8265 6962 | **W** [parramattalightrail.nsw.gov.au](http://parramattalightrail.nsw.gov.au) | ABN 18 804 239 602

## Summary Hawkesbury Road Westmead Residents Survey

Figure 6.6: Parking mitigation – Westmead precinct



Conducted 31 January - 13 February 2019  
In-field, emailed out

Locations:

Hawkesbury Road, Westmead

### Hawkesbury Road Parking Summary

- 22 responses received
- 36% of respondents from residents along the Hawkesbury Rd alignment completed the survey
- High awareness of the Parramatta Light Rail with all surveyed knowing about the light rail
- Residents are more supportive of the light rail expressing greater intent to use the Parramatta Light Rail
- 64% of residents have lived in their residence for 5 -10+ years

- Email is the preferred form of contact
- More than 5 in 10 residents perceive the impacts from the Parramatta Light Rail as medium to high impact
- 100% of residents have off street parking, on average having 2 spaces
- Accessible parking is not as high need for this group
- Unlike businesses, residences require long stay parking 4 – 4+ hours
- Approximately 70% of residents visitors require on street parking between:
  - 7am and 6pm Monday to Friday
  - 9am and 10pm weekends

### What we know?

- All residents who responded knew about the Parramatta Light Rail
- 50% of residents are supportive of the light rail coming to Westmead with 27% of neutral in their support
- Only 2 in 10 residents are not supportive of the light rail coming to Westmead
- 1 in 2 (5 in 10) or residents intend to use the Parramatta Light Rail
- 1 in 10 are unsure if they will use the Parramatta Light Rail
- Almost 4 in 10 currently say they won't use the Parramatta Light Rail

### ... about residents

- 36% of residents who responded are located on Hawkesbury Road
- 18% of residents who responded are located on Helen Street
- 13% of residents who responded are located on Caroline Street
- 9% of residents who responded are located on Queens Road
- Almost 14% of residents who responded are located evenly between Railway Parade, Park Avenue and Jesse Street
- 77% of residents own with 23% renters.
- 64% of residents have lived in their residence for 5 – 10+ years
- 14% of residents have lived in their residence for one or two years
- 14% of residents have lived in their residence for less than a year

### ...about communication

- No residents prefer personal contact
- 73% prefer email
- 36% prefer postal mail
- 14% prefer phone (landline)
- 9% prefer mobile (SMS) – phone

### ...about perceived impacts of loss of parking

- 41% cite it as high impact
- Almost 14% cite it as medium impact
- 55% perceive impacts of loss of parking as medium to high
- 45% cite it as low to no impact at all

### ...about residential parking

- All cite having only 1 car per household
- 100% cite having off street parking
- On average 2 off street parking spaces per residence

## Parramatta Light Rail

130 Hawkesbury Road, Parramatta NSW 2150

P (02) 8265 6962 | W [parramattalightrail.nsw.gov.au](http://parramattalightrail.nsw.gov.au) | ABN 18 804 239 602



... **about perceived on street parking needs**

- Under 1/3 of residents use on street parking
- Under 1/3 of residents have residential parking permits
- Only 23% of residents cite a need for accessible parking
- 68% residents cite that their visitors require on street parking

... **about on street parking usage**

- 32% of on street parking used by residents
- 59% of on street parking used by visitors
- 82% of on street parking used by persons working the local area
- 7 out of 10 residents visitors require access to parking
- On average residents use 1 on street parking space daily
- 7am — 6pm is the highest parking need during the week
- 9am – 10pm is the highest parking need on weekends
- 68% of on street parking is 4 - 4+ hours
- 32% of on street parking is 2 hours
- 23% of on street parking is less than 30 minutes

... **about residents concerns**

- Parking for visitors is a high concern for residents
- Access to their properties/driveways is of high concern

## Summary Hawkesbury Road Westmead Business Survey

Figure 6.6: Parking mitigation – Westmead precinct



Conducted 1 February - 13 February 2019  
In-field, emailed out

Locations:

Hawkesbury Road, Westmead

### Hawkesbury Road Parking Summary

- 21 responses received
- 41% response rate \*Based on 51 potential business responses along Hawkesbury Road alignment
- 88% of businesses on street level along Hawkesbury Rd alignment completed the survey
- High awareness of the Parramatta Light Rail with 90% knowing about the light rail
- 86% of businesses have operated on Hawkesbury Road for 5 -10+ years
- Email is the preferred form of contact

- Just over half the businesses perceive the impacts from the Parramatta Light Rail as high
- 4 in 10 businesses have off street parking
- 89% of businesses cite their visitors/customers requiring on-street parking
- Accessible parking is the highest need
- Short stay parking is by far the highest parking need more than double that of long stay parking the second most parking need
- Approximately 9 in 10 of visitors require on street parking between 9am and 4pm Monday to Friday
- Approximately 1/3 of usage is 2 hours or 30minutes or less with 25% of need being 1 hour
- 3 in 10 deliveries are kerbside with 6 in 10 to the rear of the business

### What we know?

- 90% of businesses know about the Parramatta Light Rail
- 48% of businesses are supportive of the light rail coming to Westmead
- 8 in 10 businesses are neutral or supportive of the light rail coming to Westmead
- Less than 2 in 10 businesses are not supportive of the light rail coming to Westmead
- 1/3 of businesses staff intend to use the Parramatta Light Rail
- Almost 3 in 10 are unsure if staff intend to use the Parramatta Light Rail
- Almost 4 in 10 currently say they won't use the Parramatta Light Rail

### ... about businesses

- 78% of businesses who responded are located on Hawkesbury Road between Railway Parade and Queens Road which is the commercial district of Westmead
- 52% of respondents are healthcare businesses
- 19% of respondents are food and beverage businesses
- 52% of businesses rent with only 48% owners a fairly even split. A high percentage of owner occupiers compared to other commercial districts.
- 86% of businesses have operated on Hawkesbury Road for 5 – 10+ years
- Almost 67% of businesses have operated on Hawkesbury Road for 10+ years
- 19% of businesses have operated on Hawkesbury Road for 5+ years
- 14% of businesses have operated on Hawkesbury Road for 2-5 years
- 85% of businesses have no plans to move with 15% unsure

### ...about communication

- 86% prefer email
- 33% prefer phone contact (landline)
- 19% of businesses preferred personal contact
- 19% prefer postal mail
- 14% prefer mobile (SMS) - phone

### ...about perceived impacts of loss of parking

- 53% cite it as high impact
- 5% cite it as medium impact
- 58% perceive impacts of loss of parking as medium to high
- 42% cite it as low to no impact at all

## Parramatta Light Rail

130 Hawkesbury Road, Parramatta NSW 2150

P (02) 8265 6962 | W [parramattalightrail.nsw.gov.au](http://parramattalightrail.nsw.gov.au) | ABN 18 804 239 602

### ...about business parking

- 85% have off street parking
- 15% don't have off street parking
- On average 2 off street parking spaces per businesses not enough to accommodate all staff

### ... about perceived on street parking needs

- 90% of businesses use on street parking
- 67% of businesses cite a need for accessible parking
- 50% cite short stay parking as highest on street parking need
- 22% cite need for long stay on street parking
- 11% cite need for servicing/loading on street parking
- 11% cite need for accessible on street parking

### ... about on street parking usage

- 89% of on street parking used by businesses visitors
- 54% of on street parking used by visitors
- 5.3% of on street parking used by persons working the local area
- 3 in 10 of visitors require on street parking
- On average 4 on street parking spaces are used daily per business
- Almost 93% of parking need is between 9am – 4pm Monday to Friday
- 7am – 9am and 4pm – 6pm weekdays is also high parking need
- 31% of on street parking is 2 hours
- 31% of on street parking is the 30 minutes or less
- 25% of on street parking is 1 hour

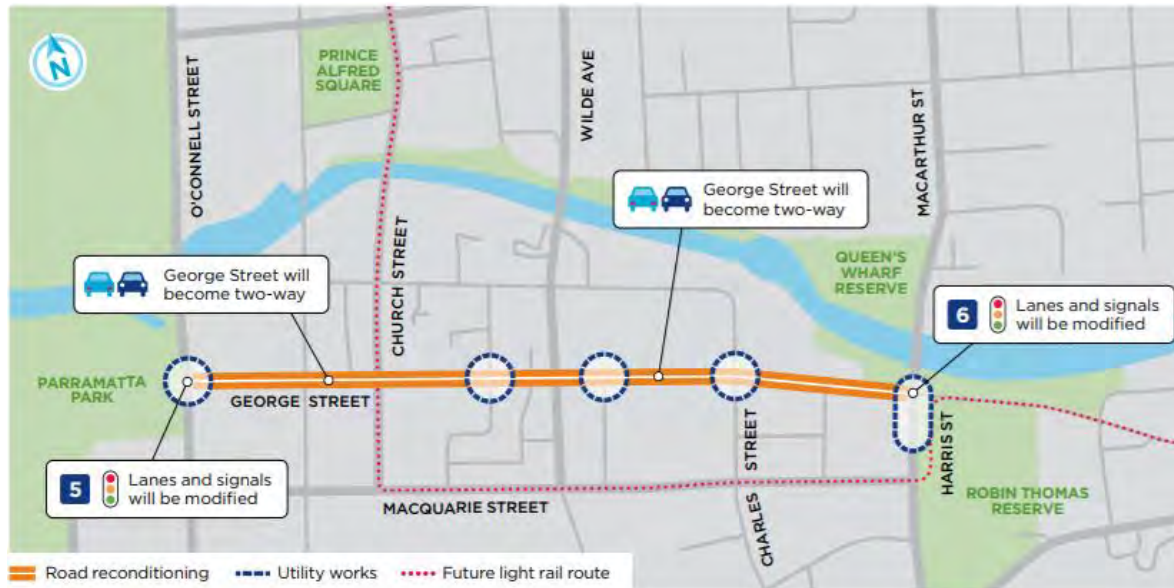
### ... about business deliveries

- 47% give out of hours access to delivery and collection companies to their premises
- Almost 3 in 10 receive their deliveries kerbside
- Almost 6 in 10 receive their deliveries from the rear of their business
- 2 in 10 receive deliveries via closest side street or lane
- 1 in 10 receive deliveries via the loading dock
- 59% receive deliveries from small trucks
- 65% receive deliveries from utes/vans
- Only 23% receive deliveries from large trucks
- Waste collection and postal deliveries are most common
- Only 1 in 10 get bins collected from kerbside (front of street)
- Over 50% have bins collected from loading docks

### ... about general businesses concerns

- Generally most businesses are concerned for their patients and access to parking

## Summary George Street Business Survey



Conducted 23 January - 6 February 2019  
In-field, emailed out

Locations:

George Street, Parramatta

### George Street Parking Summary

- 56 responses received
- 17.2% response rate \*Based on 326 potential business responses
- 58% of businesses on street level along Hawkesbury Rd alignment completed the survey \*Based on 97 potential business responses
- High awareness of the Parramatta Light Rail with 95% knowing about the light rail
- 54% of business have operated on George Street for 5 -10+ years
- Email is the preferred form of contact
- 75% perceive impacts of loss of parking as medium to high with 40% expressing concern about parking
- Nearly 7 in 10 businesses have off street parking
- Under 20% of businesses use on-street parking
- Accessible parking is the highest need
- Short stay and delivery offloading is the common parking need
- Almost 8 in 10 of visitors require on street parking between 9am and 4pm weekdays



- 1/3 of usage is 30minutes, 1 hour and 2 hours
- 5 in 10 deliveries are kerbside
- 30% of businesses are concerned about increased traffic

### What we know?

- 95% of businesses know about the Parramatta Light Rail

### ... about businesses

- Responses are from a cross section along the whole of George Street
- Almost 77% of businesses rent with only 23% owners
- Almost 38% businesses have operated on George Street for 10+ years
- 16% of businesses have operated on George Street for 5+ years
- Almost 16% businesses have operated on George Street for 2-5 years
- Almost 11% businesses have operated on George Street less than a year

### ...about communication

- No businesses preferred personal contact
- 84% prefer email
- 11% prefer postal mail
- 7% prefer mobile (SMS) - phone

### ...about perceived impacts of loss of parking

- 44% cite it as high impact
- 31% cite it as medium impact
- Only 25% cite it as low to no impact at all

### ...about business parking

- 65% have off street parking
- 35% don't have off street parking
- On average 2 off street parking spaces per businesses

### ... about perceived on street parking needs

- Under 20% of businesses use on street parking
- 67% of businesses cite a need for accessible parking
- 35% cite short stay parking as highest on street parking need
- 20% cite need for servicing/loading on street parking
- 17% cite need for long stay on street parking
- 14% cite need an overall need for on street parking
- Only 10% cite need for accessible on street parking

### ... about on street parking usage

- Only 17% of on street parking used by businesses
- 75% of on street parking used by visitors
- Almost 8 in 10 of visitors require on street parking
- On average 2 on street parking spaces are used daily per business
- Almost 81% of parking need is between 9am – 4pm Monday to Friday
  - on street parking need is more than double on weekdays
- Less than a third of parking need is between 9am – 4pm is on weekends
  - On street parking need is less than half that of weekdays

### **Parramatta** Light Rail

130 George Street, Parramatta NSW 2150

**P** (02) 8265 6962 | **W** [parramattalightrail.nsw.gov.au](http://parramattalightrail.nsw.gov.au) | ABN 18 804 239 602

- Almost 32% of on street parking is 1 hour
- Almost 28% of on street parking is 2 hours
- 32% of on street parking is the 30 minutes or less

... **about business deliveries**

- At least 5 in 10 receive their deliveries kerbside
- 2 in 10 receive deliveries via closest side street or lane
- 1 in 10 receive deliveries via the loading dock
- 70% receive deliveries from small trucks
- 63% receive deliveries from utes/vans
- Only 22% receive deliveries from large trucks
- Waste collection and postal deliveries are most common
- Only 3 in 10 get bins collected from kerbside (front of street)

... **about general businesses concerns**

- 4 in 10 concerned about parking
- 30% concerned about increased traffic

# Volume 2      Civil Infrastructure

2.1 - Updates Register for Volume 2 (Package 4)

2.2 - Parking Management Strategy: Civil Infrastructure (PLR1INF-BECA-ALL-TF-RPT-000001) – Rev 02

2.3 - Parking Management Strategy: Civil Infrastructure Consultation Documentation (PLR1INF-BECA-ALL-TF-RPT-000002) – Rev 02

2.4 – Parking Management Strategy: Civil Infrastructure addendum (PLR1INF-CPBD-ALL-TF-RPT-000004) – Rev 00.

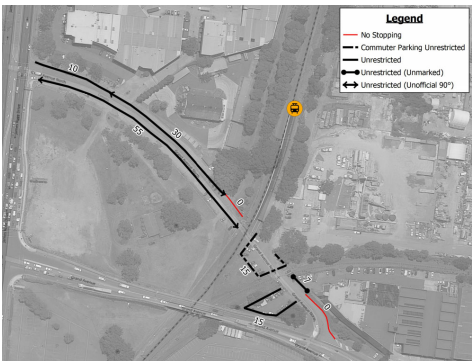
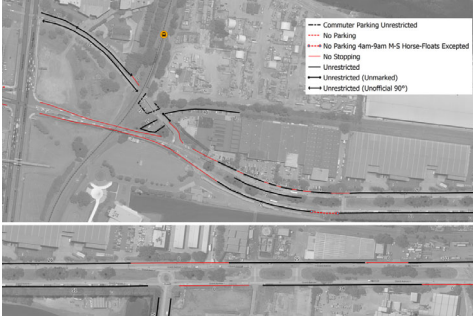


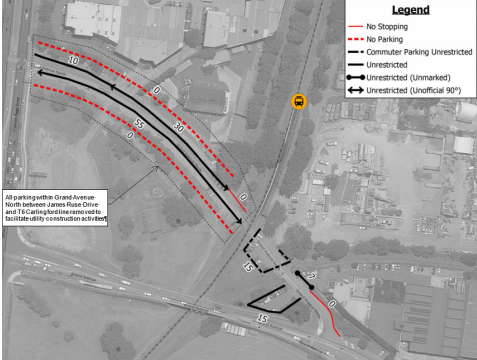
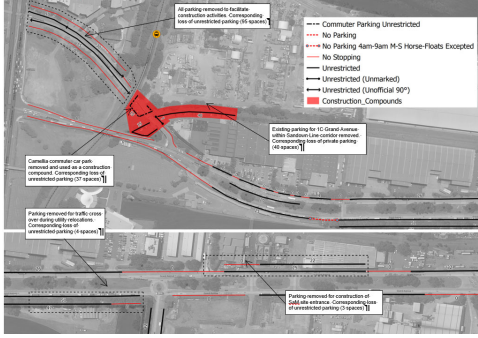
## 2.1 Updates Register for Volume 2 (Package 4)

| Reference                                                                                                                  | Previous                                                                                                                                                                                                                                                                                                                                                                                                          | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------|-------------|--------|------------|-------|-----------|------------|------|-----------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Volume 2.2 - Rev 02 and Volume 2.3 - Rev 02</p> <p>General</p>                                                          | <p>Appendix A of Project Wide Parking Management Strategy</p> <p>Appendix B of Project Wide Parking Management Strategy</p> <p>Stage 1 Enabling Works</p> <p>Stage 2 Infrastructure Delivery</p> <p>Stage 3 Supply Operate and Maintain</p>                                                                                                                                                                       | <p>Following comments from DPIE project wide document updated with revised terminology for clarity. Content of the documents was not significantly altered as a result of these changes.</p> <p>Appendix A and Appendix B of the Project wide Parking Management Strategy were changed to Volume 1 and Volume 2 respectively.</p> <p>Stage 1, 2 and 3 were removed and works were referred to by package or volume. Infrastructure Delivery was changed to Civil Infrastructure.</p> |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>Volume 2.2 - Rev 02 and Volume 2.3 - Rev 02</p> <p>Glossary / Abbreviations</p>                                         | <p>RMS – Roads and Maritime Services</p>                                                                                                                                                                                                                                                                                                                                                                          | <p>Note added to reflect restructure of RMS and TfNSW.</p> <p>Where reference in this document and consultation has been made to RMS it should be noted that RMS has joined with TfNSW on 1 December 2019. References made to Roads and Maritime Services is construed as a reference to Transport for New South Wales (Network Integration team).</p>                                                                                                                               |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>Volume 2.2 - Rev 02</p> <p>Table of Contents</p>                                                                        | <p>Appendix B - Consultation Log</p>                                                                                                                                                                                                                                                                                                                                                                              | <p>Appendix B - Consultation Log removed from Volume 2.2 and added as Volume 2.3 of the project wide strategy. Contents of consultation updated only to reflect further consultation as noted below in this register.</p>                                                                                                                                                                                                                                                            |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>Volume 2.2 - Rev 02</p> <p>Section 2.1 Consultation Requirements under the Infrastructure Approval</p> <p>Table 2.1</p> | <p>Extract of Table included below, requirements and responses columns not shown.</p> <table border="1"> <thead> <tr> <th>Agency</th> <th>Status</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>RMS and SCO</td> <td>Closed</td> <td>16/10/2019</td> </tr> <tr> <td>TfNSW</td> <td>Addressed</td> <td>04/10/2019</td> </tr> <tr> <td>CoPC</td> <td>Addressed</td> <td>19/09/2019</td> </tr> </tbody> </table> | Agency                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Status | Date | RMS and SCO | Closed | 16/10/2019 | TfNSW | Addressed | 04/10/2019 | CoPC | Addressed | 19/09/2019 | <p>Further consultation undertaken through development of Volume 2.2 on Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia precincts. Consultation included workshops and formal document review periods.</p> <p>Comments received from RMS and SCO. Further comments received from TfNSW and CoPC.</p> <p>Consultation with Health Administration Corporation (HAC), Australia Post and NSW Taxi Council undertaken and incorporated into table.</p> |
| Agency                                                                                                                     | Status                                                                                                                                                                                                                                                                                                                                                                                                            | Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| RMS and SCO                                                                                                                | Closed                                                                                                                                                                                                                                                                                                                                                                                                            | 16/10/2019                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| TfNSW                                                                                                                      | Addressed                                                                                                                                                                                                                                                                                                                                                                                                         | 04/10/2019                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| CoPC                                                                                                                       | Addressed                                                                                                                                                                                                                                                                                                                                                                                                         | 19/09/2019                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Reference                                                                       | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Update                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Volume 2.2 - Rev 02</p> <p>Section 2.2 Workshops</p>                         | <p>Following assessment and consultation related to the remaining precincts (Westmead, North Parramatta, Parramatta CBD, Rosehill and Camellia) details on engagement and feedback will be provided in the subsequent revisions of this document.</p>                                                                                                                                                                                                                                                                                           | <p>Further stakeholder workshops were held in November to present the Civil Infrastructure Strategy for the Westmead, North Parramatta and Parramatta CBD Precincts and updates to the Rosehill and Camellia Precinct.</p> <p>Table 2.2 was added to summarise when the stakeholder engagement workshops were held for each precinct, and the relevant stakeholders that attended each workshop.</p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 2.3 Business and Community Engagement</p> | <p>The Parking Management Strategy has been developed taking on board this stakeholder feedback generated by the communications team. Subsequent to consultation, plans detailing the parking changes will be submitted <i>to Council's traffic committee for endorsement.</i></p>                                                                                                                                                                                                                                                              | <p>The Parking Management Strategy has been developed taking on board this stakeholder feedback generated by the communications team. Subsequent to consultation, plans detailing the parking changes will be submitted <i>for approval as part of the design and TMP processes.</i></p>                                                                                                             |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3 Parking Zones</p>                       | <p>The parking strategy for <i>PLR Stage 3 SOM</i> will be assessed further as part of the project wide Parking Management Strategy.</p>                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The parking strategy for <i>the works associated with Package 3 and Package 5 (if required)</i> will be assessed further as part of the Project Wide Parking Management Strategy <i>in Volume 3.</i></p>                                                                                                                                                                                          |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.1 Westmead Precinct</p>                 | <p>This section will be further detailed in a subsequent revision of this document and will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery within the Westmead Precinct.</p>                                                                                                                                                                                                                                                                                                                      | <p>Section and sub-sections added following assessment and consultation for the Westmead Precinct.</p>                                                                                                                                                                                                                                                                                               |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.2 North Parramatta Precinct</p>         | <p>This section will be further detailed in a subsequent revision of this document and will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery within the North Parramatta Precinct.</p>                                                                                                                                                                                                                                                                                                              | <p>Section and sub-sections added following assessment and consultation for the North Parramatta Precinct.</p>                                                                                                                                                                                                                                                                                       |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.3 Parramatta CBD Precinct</p>           | <p>This section will be further detailed in a subsequent revision of this document and will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery within the Parramatta CBD Precinct.</p>                                                                                                                                                                                                                                                                                                                | <p>Section and sub-sections added following assessment and consultation for the Parramatta CBD Precinct.</p>                                                                                                                                                                                                                                                                                         |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4 Rosehill and Camellia Precinct</p>    | <p>In this revision of the strategy the impact of utility works during construction in Grand Avenue North between James Ruse Drive and the T6 Carlingford and Sandown line have been assessed.</p> <p>The cumulative impacts of these utility works and wider parking impacts within the Rosehill and Camellia Precinct will be further detailed in a subsequent revision of this document. It will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery within the Rosehill and Camellia Precinct.</p> | <p>Section and sub-sections updated following assessment and consultation for the whole of the Rosehill and Camellia Precinct.</p>                                                                                                                                                                                                                                                                   |

| Reference                                                                                | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Update                                                                                                                                                                                                         |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.1<br/>Summary of Impacts</p>                   | <p>A summary of the impacts in the Rosehill and Camellia Precinct will be provided in a subsequent revision following completion of the assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Summary of the existing parking types was added in Table 3.30 and is compared against the proposed parking spaces both during construction and in the end state for the Rosehill and Camellia Precinct.</p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.2<br/>Parking Surveys</p>                      | <p>Parking occupancy surveys within the Rosehill and Camellia Precinct have been undertaken as part of the Stage 1 enabling works surveys from 06:00 to 22:00 on Thursday 7th and Saturday 9th February 2019. The roads covered included George Street, Purchase Street, Alfred Street, Noller Parade, River Road West, Tramway Avenue and Arthur Street.</p> <p>Additional supplementary parking occupancy surveys were undertaken for Grand Avenue North (including the commuter carpark) from 06:00 to 21:00 on Wednesday 14th and Saturday 17th August 2019. Further survey is required along Grand Avenue and south of Hassall Street. Details of these surveys will be provided in a future revision of this document.</p> <p>The extent of the supplementary survey scope was determined based on an understanding of parking impacts arising in Grand Avenue North, and closure of the T6 line Camellia Station commuter car park. Subsequent analysis of the data and understanding of additional parking losses expected to occur on the east side of the T6 Camellia Station has identified the need to undertake additional parking survey in order to fully understand the impact of the potential loss of additional car parking spaces between the commuter car park and Grand Avenue.</p> <p>This further survey will be undertaken along Grand Avenue and south of Hassall Street, and once obtained facilitate an update to the assessment contained in this revision of the Strategy.</p> <p>Raw data from the survey is attached in Appendix A.</p> | <p>Section updated to reflect additional survey carried out for Rosehill and Camellia Precinct.</p>                                                                                                            |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.3<br/>George St, Alfred St and Tramway Ave</p> | <p>N/A – area not previously covered</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Section and sub-sections added following assessment and consultation for the area covering George Street, Alfred Street and Tramway Avenue.</p>                                                             |

| Reference                                                                     | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.4 Grand Ave North and Grand Ave</p> | <p>3.4.3 - Grand Avenue North</p> <p>In Grand Avenue North it has been identified that utility works between James Ruse Drive and the T6 Carlingford and Sandown line will result in the long-term loss of existing unrestricted parking. This loss of parking will be permanent, as parking along Grand Avenue North is not reinstated in the (most recently available) end state design. To allow construction to begin in early December 2019 the impacts and mitigation of this parking loss is considered as part of this submission.</p> | <p>Section updated to include Grand Avenue as well as Grand Avenue North.</p> <p>Table 3.35 added to show the existing parking spaces within Grand Avenue North, Grand Avenue and Colquhoun Street compared against construction and end state spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.4.1 Existing Condition</p>          | <p>The existing parking restrictions along Grand Avenue North are shown in Figure 3.2. The parking capacity along each restriction is the number shown adjacent to the restriction.</p>  <p>Figure 3.2: Grand Avenue North – Existing Parking Conditions</p>                                                                                                                                                                                                 | <p>The existing parking restrictions along Grand Avenue North and Grand Avenue are shown in Figure 3.78. The parking capacity along each restriction is the number shown adjacent to the restriction.</p> <p>The existing private parking for 1C Grand Avenue has its fence line encroaching on the Sandown Line corridor. This land is within the project boundary and as a result in the end state the fence line will be reinstated on the boundary and this parking will no longer be available. As this is considered private parking these 40 spaces have not been included in Table 3.35.</p>  <p>Figure 3.78: Grand Ave and Grand Ave N – Existing Parking Conditions</p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.4.2 Impacts and Mitigation</p>      | <p>Previously only covered Grand Avenue North and construction parking changes from utility works and closure of commuter car park at Camellia station.</p>                                                                                                                                                                                                                                                                                                                                                                                    | <p>Impacts and mitigations for Grand Avenue added as well as end state impacts and mitigations for Grand Avenue North.</p> <p>The following figures and tables were added:</p> <ul style="list-style-type: none"> <li>• Figure 3.80: Grand Ave and Grand Ave N – End State Parking Conditions</li> <li>• Figure 3.82: Grand Ave Parking Occupancy – Wednesday 16th &amp; Saturday 19th October 2019</li> <li>• Table 3.36: Grand Ave and Colquhoun St Spare Parking Capacity</li> </ul>                                                                                                                                                                                                                                                                               |

| Reference                                                                                          | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Update                                                                                                                                                                                                                                                                                                                                                                                                                   |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.4.2</p> <p>Impacts and Mitigation</p> <p>Figure 3.79</p> |  <p>Figure 3.3: Grand Avenue North – Construction Parking Conditions (Utility Works Only)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  <p>Figure 3.79: Grand Ave and Grand Ave N – Construction Parking Conditions</p>                                                                                                                                                                                                                                                       |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.4.4.3</p> <p>Timing of Changes</p>                         | <p>The commuter car park is to be occupied from <i>late</i> January 2020 and used as a construction compound. <i>The cumulative impacts of this change and other parking impacts within Rosehill and Camellia Precinct will be further assessed in a subsequent revision of this strategy.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The commuter car park is to be occupied from <i>early</i> January 2020 and used as a construction compound. <i>The remaining parking in Grand Avenue North east of the Carlingford Line, including the parking for 1C Grand Avenue, is to be removed from late January 2020.</i></p> <p><i>Parking in Grand Avenue is affected by utility works and construction of the SaM site entrance from February 2020.</i></p> |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.1</p> <p>Summary of Impacts</p> <p>Table 3.37</p>        | <p>Table 3.1: Carlingford Precinct – Total Parking Impacts</p> <table border="1" data-bbox="371 1104 866 1641"> <thead> <tr> <th rowspan="2">Parking Restriction</th> <th colspan="3">No. Spaces</th> </tr> <tr> <th>Existing</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Carlingford Station</b></td> </tr> <tr> <td>Commuter Car Park – Unrestricted</td> <td>19</td> <td>0</td> <td>0</td> </tr> <tr> <td>Commuter Car Park – Disability</td> <td>2</td> <td>0</td> <td>0</td> </tr> <tr> <td>Unrestricted</td> <td>198</td> <td>193</td> <td>185</td> </tr> <tr> <td>Disability</td> <td>1</td> <td>3</td> <td>3</td> </tr> <tr> <td>2P 8:30am-6pm M-F 8:30am-1pm Sat</td> <td>15</td> <td>15</td> <td>15</td> </tr> <tr> <td>No Parking 4pm-8pm (School Days)</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>Kiss and Ride</td> <td>0</td> <td>2</td> <td>3</td> </tr> <tr> <td><b>Total</b></td> <td><b>237</b></td> <td><b>215</b></td> <td><b>208</b></td> </tr> </tbody> </table> <p>NOTE: full table not included</p> | Parking Restriction                                                                                                                                                                                                                                                                                                                                                                                                      | No. Spaces |  |  | Existing | Construction | End State | <b>Carlingford Station</b> |  |  |  | Commuter Car Park – Unrestricted | 19 | 0 | 0 | Commuter Car Park – Disability | 2 | 0 | 0 | Unrestricted | 198 | 193 | 185 | Disability | 1 | 3 | 3 | 2P 8:30am-6pm M-F 8:30am-1pm Sat | 15 | 15 | 15 | No Parking 4pm-8pm (School Days) | 2 | 2 | 2 | Kiss and Ride | 0 | 2 | 3 | <b>Total</b> | <b>237</b> | <b>215</b> | <b>208</b> | <p>Unrestricted parking numbers during construction and end state impacted by change to kiss and ride location.</p> <p>Table 3.37: Carlingford Precinct – Total Parking Impacts</p> <table border="1" data-bbox="890 1205 1385 1738"> <thead> <tr> <th rowspan="2">Parking Restriction</th> <th colspan="3">No. Spaces</th> </tr> <tr> <th>Existing</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Carlingford Station</b></td> </tr> <tr> <td>Commuter Car Park – Unrestricted</td> <td>19</td> <td>0</td> <td>0</td> </tr> <tr> <td>Commuter Car Park – Disability</td> <td>2</td> <td>0</td> <td>0</td> </tr> <tr> <td>Unrestricted</td> <td>198</td> <td>191</td> <td>183</td> </tr> <tr> <td>Disability</td> <td>1</td> <td>3</td> <td>3</td> </tr> <tr> <td>2P 8:30am-6pm M-F 8:30am-1pm Sat</td> <td>15</td> <td>15</td> <td>15</td> </tr> <tr> <td>No Parking 4pm-8pm (School Days)</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>Kiss and Ride</td> <td>0</td> <td>2</td> <td>3</td> </tr> <tr> <td><b>Total</b></td> <td><b>237</b></td> <td><b>213</b></td> <td><b>206</b></td> </tr> </tbody> </table> | Parking Restriction | No. Spaces |  |  | Existing | Construction | End State | <b>Carlingford Station</b> |  |  |  | Commuter Car Park – Unrestricted | 19 | 0 | 0 | Commuter Car Park – Disability | 2 | 0 | 0 | Unrestricted | 198 | 191 | 183 | Disability | 1 | 3 | 3 | 2P 8:30am-6pm M-F 8:30am-1pm Sat | 15 | 15 | 15 | No Parking 4pm-8pm (School Days) | 2 | 2 | 2 | Kiss and Ride | 0 | 2 | 3 | <b>Total</b> | <b>237</b> | <b>213</b> | <b>206</b> |
| Parking Restriction                                                                                | No. Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                          |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
|                                                                                                    | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Construction                                                                                                                                                                                                                                                                                                                                                                                                             | End State  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <b>Carlingford Station</b>                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                          |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Commuter Car Park – Unrestricted                                                                   | 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 0                                                                                                                                                                                                                                                                                                                                                                                                                        | 0          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Commuter Car Park – Disability                                                                     | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 0                                                                                                                                                                                                                                                                                                                                                                                                                        | 0          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Unrestricted                                                                                       | 198                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 193                                                                                                                                                                                                                                                                                                                                                                                                                      | 185        |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Disability                                                                                         | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3                                                                                                                                                                                                                                                                                                                                                                                                                        | 3          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat                                                                   | 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 15                                                                                                                                                                                                                                                                                                                                                                                                                       | 15         |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| No Parking 4pm-8pm (School Days)                                                                   | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                        | 2          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Kiss and Ride                                                                                      | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                        | 3          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <b>Total</b>                                                                                       | <b>237</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>215</b>                                                                                                                                                                                                                                                                                                                                                                                                               | <b>208</b> |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Parking Restriction                                                                                | No. Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                          |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
|                                                                                                    | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Construction                                                                                                                                                                                                                                                                                                                                                                                                             | End State  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <b>Carlingford Station</b>                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                          |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Commuter Car Park – Unrestricted                                                                   | 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 0                                                                                                                                                                                                                                                                                                                                                                                                                        | 0          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Commuter Car Park – Disability                                                                     | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 0                                                                                                                                                                                                                                                                                                                                                                                                                        | 0          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Unrestricted                                                                                       | 198                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 191                                                                                                                                                                                                                                                                                                                                                                                                                      | 183        |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Disability                                                                                         | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3                                                                                                                                                                                                                                                                                                                                                                                                                        | 3          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat                                                                   | 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 15                                                                                                                                                                                                                                                                                                                                                                                                                       | 15         |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| No Parking 4pm-8pm (School Days)                                                                   | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                        | 2          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| Kiss and Ride                                                                                      | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2                                                                                                                                                                                                                                                                                                                                                                                                                        | 3          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |
| <b>Total</b>                                                                                       | <b>237</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>213</b>                                                                                                                                                                                                                                                                                                                                                                                                               | <b>206</b> |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |

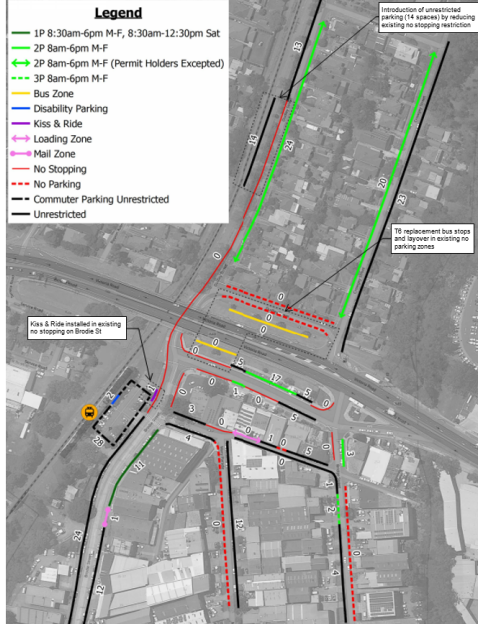
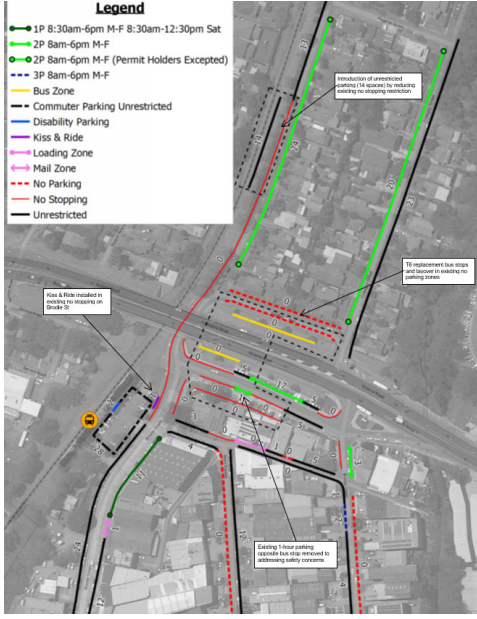


| Reference                                                                                          | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.3.2</p> <p>Impacts and Mitigation</p> <p>Figure 3.84</p> | <p>Figure 3.6: Carlingford Station – Construction Parking Conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Kiss and Ride moved east to avoid conflict with one-way configuration in Lloyds Avenue.</p> <p>Figure 3.84: Carlingford Station – Construction Parking Conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.3.2</p> <p>Impacts and Mitigation</p> <p>Figure 3.85</p> | <p>Figure 3.7: Carlingford Station – End State Parking Conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Kiss and Ride moved east to avoid conflict with one-way configuration in Lloyds Avenue.</p> <p>Figure 3.85: Carlingford Station – End State Parking Conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.3.2</p> <p>Impacts and Mitigation</p>                    | <p><b>T6 Replacement Bus Stops</b></p> <p>The existing bus stop on Lloyds Avenue, between Pennant Hills Road and Coleman Avenue, on the northern kerb is to be extended to allow for the stop to be utilised as a layover area for the terminating T6 replacement bus service. During construction a kiss and ride space is to be provided to allow access to the T6 replacement bus. The bus stop and kiss and ride are to be retained in the end state. There are no direct impacts to parking as a result of the bus stop extension <i>and kiss and ride</i> as the kerbside changes affect existing bus stops and no stopping areas.</p> | <p><b>T6 Replacement Bus Stops</b></p> <p>The existing bus stop on Lloyds Avenue, between Pennant Hills Road and Coleman Avenue, on the northern kerb is to be extended to allow for the stop to be utilised as a layover area for the terminating T6 replacement bus service. During construction a kiss and ride space is to be provided to allow access to the T6 replacement bus. The bus stop and kiss and ride are to be retained in the end state. There are no direct impacts to parking as a result of the bus stop extension as the kerbside changes affect existing bus stops and no stopping areas.</p> |

| Reference                                                                                                              | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.3.2</p> <p>Impacts and Mitigation</p>                                        | <p>Kiss and Ride</p> <p>A kiss and ride is to be provided within the Carlingford Access Lane. This kiss and ride is in addition to the kiss and ride provided during construction and in the end state on Lloyds Avenue.</p> <p>As indicated above, two kiss and ride spaces are to be provided on Lloyds Avenue <i>adjacent to the T6 replacement bus stop</i>. This kiss and ride is to be provided during construction and the end state. <i>It's location within existing no stopping does not impact parking.</i></p> | <p>Kiss and Ride</p> <p>A kiss and ride is to be provided within the Carlingford Access Lane. This kiss and ride is in addition to the kiss and ride provided during construction and in the end state on Lloyds Avenue.</p> <p>As indicated above, two kiss and ride spaces are to be provided on Lloyds Avenue <i>east of Coleman Avenue</i>. This kiss and ride is to be provided during construction and the end state. <i>The installation of the kiss and ride results in the loss of two unrestricted car parking spaces. The loss of these two spaces (in addition to the 19 commuter spaces and two disability spaces) can be accommodated further along Lloyds Avenue, into Boundary Road and Shirley Street in the available 37 spaces.</i></p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.4.2</p> <p>Impacts and Mitigation</p> <p>Adderton Road Footpath Widening</p> | <p>The loading zone on the southbound kerb currently requires crossing Adderton Road to access the businesses it services. As part of the changes along Adderton Road it is proposed to relocate the two loading zone spaces around the corner into Robert Street, where access to businesses no longer requires a carriageway crossing. The mail zone on the northbound kerb is to be amalgamated into the loading zone on Robert Street, the existing SPB would be relocated here as part of the widening works.</p>     | <p>The loading zone on the southbound kerb currently requires crossing Adderton Road to access the businesses it services. As part of the changes along Adderton Road it is proposed to relocate the two loading zone spaces around the corner into Robert Street, where access to businesses no longer requires a carriageway crossing. The mail zone on the northbound kerb is to be amalgamated into the loading zone on Robert Street, the existing SPB would be relocated here as part of the widening works. <i>The relocation of the SPB into the loading zone was not opposed by Australia Post.</i></p>                                                                                                                                           |

| Reference                                                                                           | Previous                                                                | Update                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.5.2</p> <p>Impacts and Mitigation</p> <p>Figure 3.101</p> | <p>Figure 3.23: Dundas Station – Construction Parking Conditions</p>    | <p>Kiss and Ride moved east to other side of bus stop due to no available space for parking on the west of the bus stop.</p> <p>Figure 3.101: Dundas Station – Construction Parking Conditions</p>                                              |
| <p>Volume 2.2 - Rev 02</p> <p>Section 3.5.6.2</p> <p>Impacts and Mitigation</p> <p>Figure 3.107</p> | <p>Figure 3.29: Rydalmere Station – Construction Parking Conditions</p> | <p>Following construction, a site visit and site assessment identified that the single 2-hour parking on the Victoria Road southern slip-lane needs to be removed.</p> <p>Figure 3.107: Rydalmere Station – Construction Parking Conditions</p> |



| Reference                                                                                  | Previous                                                                                                                                                                                                                                                                                                                                                                                                                      | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p>Volume 2.2 - Rev 02<br/>Section 3.5.6.2<br/>Impacts and Mitigation<br/>Figure 3.108</p> |  <p>Figure 3.30: Rydalmere Station – End State Parking Conditions</p>                                                                                                                                                                                                                                                                        | <p>Following construction, a site visit and site assessment identified that the single 2-hour parking on the Victoria Road southern slip-lane needs to be removed.</p>  <p>Figure 3.108: Rydalmere Station – End State Parking Conditions</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Volume 2.2 - Rev 02<br/>Section 3.5.6.2<br/>Impacts and Mitigation</p>                  | <p><b>T6 Replacement Bus Stops</b></p> <p>New bus stops are to be constructed on the Victoria Road slip lanes, with a layover area to be provided with the bus stop in the northern slip lane. The bus stops will service the T6 replacement bus service throughout construction. The locations for the bus stops are within existing no stopping or no parking restrictions and do not directly impact parking capacity.</p> | <p><b>T6 Replacement Bus Stops</b></p> <p>New bus stops are to be constructed on the Victoria Road slip lanes, with a layover area to be provided with the bus stop in the northern slip lane. The bus stops will service the T6 replacement bus service throughout construction. The locations for the bus stops are within existing no stopping or no parking restrictions and do not directly impact parking capacity.</p> <p><i>Following construction, a site visit and site assessment were conducted by CoPC and TfNSW (including PLR, SCO, RMS and Centre for Road Safety) on the T6 replacement bus stops. It was identified that the single 2-hour parking on the Victoria Road southern slip-lane needs to be removed. The removal of this space allows for better alignment for vehicles approaching the new line marking introduced by the new bus stop. The single 2-hour parking space is situated between two commercial driveways and removing it will provide continuity of the no stopping area. It also removes a potential hazard for heavy vehicles maintaining lane discipline on the road.</i></p> |

| Reference                                                               | Previous                                                                                                                                                                                                                                                                                                                 | Update                                                                                        |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 4.1 Westmead Precinct</p>         | <p>A monitoring strategy for the Westmead precinct will be included in a subsequent revision of this document. It will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery, while considering cumulative impacts from the PLR Stage 1a and Stage 1b Enabling Works.</p>         | <p>Section added following assessment and consultation for the Westmead Precinct.</p>         |
| <p>Volume 2.2 - Rev 02</p> <p>Section 4.2 North Parramatta Precinct</p> | <p>A monitoring strategy for the North Parramatta precinct will be included in a subsequent revision of this document. It will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery, while considering cumulative impacts from the PLR Stage 1a and Stage 1b Enabling Works.</p> | <p>Section added following assessment and consultation for the North Parramatta Precinct.</p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 4.3 Parramatta CBD Precinct</p>   | <p>A monitoring strategy for the Parramatta CBD precinct will be included in a subsequent revision of this document. It will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery, while considering cumulative impacts from the PLR Stage 1a and Stage 1b Enabling Works.</p>   | <p>Section added following assessment and consultation for the Parramatta CBD Precinct.</p>   |

| Reference                                                                    | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>Volume 2.2 - Rev 02</p> <p>Section 4.4 Rosehill and Camellia Precinct</p> | <p><i>In this revision of the strategy only the impact parking losses in Grand Avenue North between James Ruse Drive and the T6 Carlingford line have been assessed. As a result, only the monitoring requirements associated with this loss of parking have been identified in this revision.</i></p> <p><i>Any additional monitoring requirements for the Rosehill and Camellia precinct will be included in a subsequent revision of this document following further survey data and the assessment of impacts. It will focus on the impacts and mitigations associated with the PLR Stage 2 Infrastructure Delivery, while considering cumulative impacts from the PLR Stage 1a and Stage 1b Enabling Works.</i></p> <p>The following areas have been identified where <i>parking changes may result in impacts, and where</i> post implementation monitoring may be required:</p> <ul style="list-style-type: none"> <li>• Grand Avenue North &amp; Grand Avenue <ul style="list-style-type: none"> <li>• Parking impacts arising from specific use events held at Rosehill Gardens P2 Parking area adjacent to Grand Avenue North (i.e. Circus etc)</li> <li>• Redistribution of existing parking (commuter and business) further east along the northern and southern kerbs of Grand Avenue, following the closure of the commuter car park</li> </ul> </li> </ul> <p>The <i>complete</i> monitoring strategy for the Rosehill and Camellia precinct would be developed in partnership with TfNSW <i>and</i> included in a future revision of this document.</p> | <p>Section updated following assessment and consultation for the whole of the Rosehill and Camellia Precinct.</p> <p><i>Within the Rosehill and Camellia Precinct the Civil Infrastructure Works impacts parking with the removal of parking from the light rail alignment and relocations of resident parking into the surrounding streets. The overall parking supply in the area has been reduced.</i></p> <p>The following areas have been identified where post implementation monitoring may be required:</p> <ul style="list-style-type: none"> <li>• Alfred Street, River Road West, George Street, Arthur Street <ul style="list-style-type: none"> <li>• The reallocation of the 4-hour parking (permit holder excepted) is to be confirmed with CoPC, if not implemented at the time of removal of parking in the area monitoring should be conducted to determine if the resident permit parking scheme should be reinstated or expanded</li> </ul> </li> <li>• Grand Avenue North &amp; Grand Avenue <ul style="list-style-type: none"> <li>• Parking impacts arising from specific use events held at Rosehill Gardens P2 Parking area adjacent to Grand Avenue North (i.e. Circus etc)</li> <li>• Redistribution of existing parking (commuter and business) further east along the northern and southern kerbs of Grand Avenue, following the closure of the commuter car park. <i>It is noted that the building owners of 1C Grand Avenue requested</i> <ul style="list-style-type: none"> <li>○ A review of the parking restrictions at the western end of Grand Avenue, with a view to increase on-street parking</li> <li>○ A review of the parking in the median strip along Grand Avenue, with a view to increase parking</li> </ul> </li> </ul> </li> </ul> <p>The monitoring strategy for the Rosehill and Camellia precinct would be developed in partnership with TfNSW <i>as a sub-document of this strategy. Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.</i></p> |
| <p>Volume 2.2 - Rev 02</p> <p>Section 4.5 Carlingford Precinct</p>           | <p>The monitoring strategy for the Rosehill and Camellia precinct would be developed in partnership with TfNSW <i>and</i> included in a future revision of this document.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The monitoring strategy for the Carlingford Precinct would be developed in partnership with TfNSW <i>as a sub-document of this strategy. Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Reference                                                                                                   | Previous                                                                                                                                                                                                                                                                                                                                                                                                                               | Update                                                                                                                                                                                                                                                                                                                                                                                                |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------|-------------|--------|------------|-------|-----------|------------|------|-----------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Volume 2.3 - Rev 02<br>Glossary / Abbreviations                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                    | Glossary and abbreviations added                                                                                                                                                                                                                                                                                                                                                                      |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Volume 2.3 - Rev 02<br>Section 2.3 Consultation Requirements under the Infrastructure Approval<br>Table 2-3 | Extract of Table included below, requirements and responses columns not shown. <table border="1" data-bbox="424 517 815 763"> <thead> <tr> <th>Agency</th> <th>Status</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>RMS and SCO</td> <td>Closed</td> <td>16/10/2019</td> </tr> <tr> <td>TfNSW</td> <td>Addressed</td> <td>04/10/2019</td> </tr> <tr> <td>CoPC</td> <td>Addressed</td> <td>19/09/2019</td> </tr> </tbody> </table> | Agency                                                                                                                                                                                                                                                                                                                                                                                                | Status | Date | RMS and SCO | Closed | 16/10/2019 | TfNSW | Addressed | 04/10/2019 | CoPC | Addressed | 19/09/2019 | Further consultation undertaken through development of Volume 2.2 on Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia precincts. Consultation included workshops and formal document review periods.<br>Comments received from RMS and SCO. Further comments received from TfNSW and CoPC.<br>Consultation with Health Administration Corporation (HAC), Australia Post and NSW Taxi Council undertaken and incorporated into table. |
| Agency                                                                                                      | Status                                                                                                                                                                                                                                                                                                                                                                                                                                 | Date                                                                                                                                                                                                                                                                                                                                                                                                  |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| RMS and SCO                                                                                                 | Closed                                                                                                                                                                                                                                                                                                                                                                                                                                 | 16/10/2019                                                                                                                                                                                                                                                                                                                                                                                            |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| TfNSW                                                                                                       | Addressed                                                                                                                                                                                                                                                                                                                                                                                                                              | 04/10/2019                                                                                                                                                                                                                                                                                                                                                                                            |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| CoPC                                                                                                        | Addressed                                                                                                                                                                                                                                                                                                                                                                                                                              | 19/09/2019                                                                                                                                                                                                                                                                                                                                                                                            |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Volume 2.3 - Rev 02<br>Appendix A Workshop Minutes                                                          | Workshop #1 - 1st August 2019<br>Workshop #2 - 12th September 2019                                                                                                                                                                                                                                                                                                                                                                     | Three additional workshops held for further consultation on development of Volume 2.2 on Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia precincts and meeting minutes included in Appendix A.<br>Workshop #1 - 1st August 2019<br>Workshop #2 - 12th September 2019<br>Workshop #3 - 14th November 2019<br>Workshop #4 - 18th November 2019<br>Workshop #5 - 19th November 2019 |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Volume 2.3 - Rev 02<br>Appendix B Consultation Evidence<br>RMS and SCO                                      | No comments from RMS and SCO.                                                                                                                                                                                                                                                                                                                                                                                                          | Table A-1 and Table A-2 updated to reflect further consultation with RMS and SCO. Comments and responses 1.01 to 1.04 added.<br>Consultation evidence documentation (emails, comment register) updated.                                                                                                                                                                                               |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Volume 2.3 - Rev 02<br>Appendix B Consultation Evidence<br>TfNSW                                            | Comments 1.01 to 1.06                                                                                                                                                                                                                                                                                                                                                                                                                  | Table A-3 and Table A-4 updated to reflect further consultation with TfNSW. Comments and responses 1.06 to 1.29 added.<br>Consultation evidence documentation (emails, comment register) updated.                                                                                                                                                                                                     |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Volume 2.3 - Rev 02<br>Appendix B Consultation Evidence<br>CoPC                                             | Comment 1.01                                                                                                                                                                                                                                                                                                                                                                                                                           | Table A-5 and Table A-6 updated to reflect further consultation with CoPC. Comments and responses 1.02 to 1.18 added.<br>Consultation evidence documentation (emails, comment register) updated.                                                                                                                                                                                                      |        |      |             |        |            |       |           |            |      |           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Reference                                                                                       | Previous                                                        | Update                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Volume 2.3 - Rev 02<br>Appendix B<br>Consultation Evidence<br>Environmental Representative      | Comments 1.01 to 1.04                                           | Table A-7 and Table A-8 updated to reflect further consultation with ER.<br>Comments and responses 1.05 to 1.07 added.<br>Consultation evidence documentation (emails, comment register) updated. |
| Volume 2.3 - Rev 02<br>Appendix B<br>Consultation Evidence<br>Health Administration Corporation | N/A                                                             | Table A-9 and Table A-10 added to reflect consultation with Health Administration Corporation.<br>Consultation evidence documentation (emails, comment register) added.                           |
| Volume 2.3 - Rev 02<br>Appendix B<br>Consultation Evidence<br>Australian Post                   | N/A                                                             | Table A-11 and Table A-12 added to reflect consultation with Australia Post.<br>Consultation evidence documentation (emails, comment register) added.                                             |
| Volume 2.3 - Rev 02<br>Appendix B<br>Consultation Evidence<br>NSW Taxi Council                  | N/A                                                             | Table A-13 and Table A-14 added to reflect consultation with NSW Taxi Council.<br>Consultation evidence documentation (emails, comment register) added.                                           |
| Volume 2.3 - Rev 02<br>Appendix C<br>Teambinder Issue                                           | Evidence of strategy issues through teambinder for Revision 00. | Evidence of strategy issues through teambinder for Revision 02 added.                                                                                                                             |

**2.2 Parking Management Strategy: Civil Infrastructure (PLR1INF-  
BECA-ALL-TF-RPT-000001) – Rev 03**

# Parking Management Strategy

## Volume 2.2: Civil Infrastructure

Parramatta Light Rail – Stage 1 (SSI-8285) – Revision 03

PLR1INF-BECA-ALL-TF-RPT-000001

March 2020



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## Parking Management Strategy – Volume 2.2: Civil Infrastructure

PLR1INF-BECA-ALL-TF-RPT-000001

### Version status

| Revision | Revision Date | Status                                                             | Description                                                                                                                         | Author/ Company             | Reviewer/ Approver |
|----------|---------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------|
|          | 19 Sept 2019  | Draft for Consultation                                             | Parking Management Strategy for Infrastructure Delivery (Carlingford Precinct)                                                      | Beca and Parramatta Connect | N. Guo / R. Thomas |
|          | 8 Oct 2019    | Second Draft for Consultation                                      | Parking Management Strategy for Infrastructure Delivery (Carlingford Precinct)                                                      | Beca and Parramatta Connect | R. Thomas          |
| 00       | 16 Oct 2019   | Submission for ER Endorsement                                      | Parking Management Strategy for Infrastructure Delivery (Carlingford Precinct)                                                      | Beca and Parramatta Connect | R. Thomas          |
| 01       | 2 Dec 2019    | Draft for Consultation                                             | Parking Management Strategy for Infrastructure Delivery (Westmead, North Parramatta, Parramatta CBD, Rosehill & Camellia Precincts) | Beca and Parramatta Connect | N. Guo / R. Thomas |
| 01.1     | 20 Dec 2019   | FINAL Draft for Consultation (second and final stakeholder review) | Parking Management Strategy for Infrastructure Delivery (Westmead, North Parramatta, Parramatta CBD, Rosehill & Camellia Precincts) | Beca and Parramatta Connect | N. Guo             |
| 02       | 14 Jan 2020   | Submission for ER Endorsement                                      | Parking Management Strategy – Volume 2.2 Civil Infrastructure                                                                       | Beca and Parramatta Connect | N. Guo             |
| 03       | 13 Mar 2020   | Revised following DPIE feedback                                    | Parking Management Strategy – Volume 2.2 Civil Infrastructure                                                                       | Parramatta Connect          | R. Thomas          |

# Glossary / Abbreviations

| Abbreviation           | Expanded text                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CBD                    | Central Business District                                                                                                                                                                                                                                                                                                                                                   |
| CEMP                   | Construction Environmental Management Plan                                                                                                                                                                                                                                                                                                                                  |
| CoA                    | Conditions of Approval                                                                                                                                                                                                                                                                                                                                                      |
| Conditions of Approval | Conditions of Infrastructure Approval SSI-8285                                                                                                                                                                                                                                                                                                                              |
| CoPC                   | City of Parramatta Council                                                                                                                                                                                                                                                                                                                                                  |
| CPBDJV                 | CPB Downer Joint Venture                                                                                                                                                                                                                                                                                                                                                    |
| CSSI                   | Critical State Significant Infrastructure                                                                                                                                                                                                                                                                                                                                   |
| CSSI, the              | Parramatta Light Rail – Stage 1 (Westmead to Carlingford)                                                                                                                                                                                                                                                                                                                   |
| DDA                    | Disability Discrimination Act                                                                                                                                                                                                                                                                                                                                               |
| DP&E                   | Department of Planning and Environment*                                                                                                                                                                                                                                                                                                                                     |
| DWJV                   | Diona Ward Joint Venture                                                                                                                                                                                                                                                                                                                                                    |
| EIS                    | Environmental Impact Statement                                                                                                                                                                                                                                                                                                                                              |
| EP&A Act               | <i>Environmental Planning and Assessment Act 1979 (NSW)</i>                                                                                                                                                                                                                                                                                                                 |
| ER                     | The Environmental Representative for the CSSI.<br>A suitably qualified and experienced person independent of the Contractor and Proponent, and design and construction personnel, employed for the duration of the works until after the commencement of operation, or as agreed with the Secretary. The Environmental Representative sits under the Independent Certifier. |
| FCC                    | Ford Construction Civil                                                                                                                                                                                                                                                                                                                                                     |
| Independent Certifier  | The Independent Certifier is the Transport for NSW contractor for all independent certifications including engagement the Environmental Representative, Acoustics Advisor and Independent Arborist.                                                                                                                                                                         |
| LRV                    | Light Rail Vehicles                                                                                                                                                                                                                                                                                                                                                         |
| Minister, the          | Minister for Planning                                                                                                                                                                                                                                                                                                                                                       |
| MM                     | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                         |
| OEH                    | Office of Environment & Heritage *                                                                                                                                                                                                                                                                                                                                          |
| OTTAPR                 | Operation Traffic, Transport and Access Performance Review                                                                                                                                                                                                                                                                                                                  |
| OTTR                   | PLR Environmental Impact Statement Technical Report: Operational Traffic and Transport Technical Assessment Report                                                                                                                                                                                                                                                          |
| PC                     | Parramatta Connect                                                                                                                                                                                                                                                                                                                                                          |
| PLR                    | Parramatta Light Rail                                                                                                                                                                                                                                                                                                                                                       |
| Planning Approval      | The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report                                                                                                                                                                                                                                                  |
| PMS                    | This document Parking Management Strategy                                                                                                                                                                                                                                                                                                                                   |
| Pre-construction       | All work prior to, and in respect of the CSSI that is excluded from the definition of construction                                                                                                                                                                                                                                                                          |

| Abbreviation | Expanded text                                                                                                                                            |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| REMMM        | Revised environmental mitigation and management measures                                                                                                 |
| RMS          | Roads and Maritime Services**                                                                                                                            |
| SaM          | Stabling and Maintenance Facility                                                                                                                        |
| SCO          | Sydney Coordination Office                                                                                                                               |
| SOM          | Supply, Operate and Maintain                                                                                                                             |
| SPB          | Street Post Box                                                                                                                                          |
| SPIR         | PLR (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018) |
| TCP          | Traffic Control Plan                                                                                                                                     |
| TfNSW        | Transport for NSW                                                                                                                                        |
| TMP          | Traffic Management Plan                                                                                                                                  |
| TTAMP        | Construction Traffic, Transport and Access Management Sub-Plan                                                                                           |
| VMP          | Vehicle Management Plan                                                                                                                                  |
| VMS          | Variable Message Sign                                                                                                                                    |
| WIMR         | Westmead Institute of Medical Research                                                                                                                   |
| WSPAJV       | WSP Aurecon Joint Venture                                                                                                                                |

\*Where reference in the planning approval, this document and consultation has been made to OEH it should be noted that it has been abolished from 1 July 2019. The Environment section is construed as a reference to Department of Planning, Industry and Environment and the heritage component is construed as a reference to Department of Premier and Cabinet (DPC).

\*Where reference in the planning approval/ this document and consultation has been made to DP&E it should be noted that it has been abolished from 1 July 2019. References made to the Department of Planning and Environment is construed as a reference to the Department of Planning, Industry and Environment.

\*\* Where reference in this document and consultation has been made to RMS it should be noted that RMS has joined with TfNSW on 1 December 2019. References made to Roads and Maritime Services is construed as a reference to Transport for New South Wales (Network Integration team).

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## **Appendix A    Parking Occupancy Surveys/Data**

# 1 Introduction

Parking has been identified as a critical issue for stakeholders, including the community and businesses, throughout the Parramatta and Greater Parramatta area during the construction and operation of Parramatta Light Rail (PLR).

This report focuses on the parking impacts and implementation measures related to the Civil Infrastructure Works. It forms Volume 2 of the Project Wide Parking Management Strategy, which provides an integrated approach to parking management within each precinct throughout each stage of works.

Refer to the Project Wide Parking Management Strategy for details on the following:

- Staging and delivery of the Parking Management Strategy
- Parking Hierarchy and Assessment Process
- Ministers Conditions of Approval relevant to parking
- Environmental Mitigation and Management Measures relevant to parking
- Key features of the Parramatta Light Rail (Stage 1) project
- Statutory Context

## 1.1 Methodology

For the assessment of the Civil Infrastructure Works a holistic approach has been adopted to consider the timing and spatial overlap of all stages of the works. The cumulative impacts and mitigating measures within each precinct have been considered to provide effective and efficient management of the parking changes. This approach aims to minimise multiple occurrences of parking changes, limit disruption and avoid confusion for affected stakeholders.

The parking hierarchy and assessment process outlined in Section 3.4 of the Project Wide Parking Management Strategy has been adopted for the Civil Infrastructure Works. Not all parking will be replaced, so it is important to identify and relocate critical parking to suitable locations. The hierarchy and assessment processes focus on reallocating kerbside use to service local businesses and meet the accessibility needs of the community.

Due to the current stage of the design development there is a risk that parking impacts may change. Where there is a lack of certainty around the final design and the associated parking impact, the (currently known) worst-case scenario has been assessed. It is anticipated that if the worst-case scenario can be mitigated then any changes that have a lesser impact will still be in line with the Parking Management Strategy. Where an unforeseen change results in a worse parking impact, the Parking Management Strategy could be revised to assess the mitigation requirements.

Following the development and approval of the Parking Management Strategy, plans detailing the changes to parking signposting arising from Civil Infrastructure Works will be developed for implementation. These plans would be passed to City of Parramatta Council (CoPC) and Roads and Maritime Services (RMS) for review as part of the end state design approvals where changes are within the project boundary, and site-specific Traffic Management Plan (TMP) processes.

## 1.2 Future Development

As indicated in Section 3.1 of the Project Wide Parking Management Strategy, the overarching strategy has been prepared and submitted to allow the construction of the project in stages. The staging adopted is in line with the PLR Project Wide Staging Report.

The previous submission of the Parking Management Strategy for the Civil Infrastructure Works focused on only the Carlingford Precinct and associated impacts of the T6 replacement bus service, and early utility works in Grand Avenue North.

This submission of the Parking Management Strategy – Volume 2: Civil Infrastructure covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precincts in relation to the Civil Infrastructure Works. It completes the assessment of parking impacts and mitigations related to the Civil Infrastructure Works.

As indicated in **Section 1.1** there is a risk that parking impacts may change due to the stage of design development. Where an unforeseen change results in a worse parking impact than currently considered, the Parking Management Strategy would be revised to assess the mitigation requirements. Otherwise, the Parking Management Strategy attempts to adopt a conservative approach by identifying and planning for the worst case of parking impacts.

# 2 Engagement and Feedback

## 2.1 Consultation Requirements under the Infrastructure Approval

In accordance with the CoA A5, the Parking Management Strategy has been and will continue to be developed in consultation RMS, Sydney Coordination Office (SCO) and CoPC.

This consultation is intended to assist in development and finalisation of the Parking Management Strategy. **Table 2.1** summarises relevant stakeholder reviews and responses to the review.

Detailed consultation and response to comments are provided in the Consultation Log (PLR1INF-BECA-ALL-TF-RPT-000002, which forms **Volume 2.3** of the Project Wide Parking Management Strategy).

**Table 2.1: Summary of Consultation**

| Agency      | Requirement                                                                                                                                                                                                                                                                                                                                                      | Status                                         | Response                                                                                                                                                                                                                                                                       | Date                                               |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| RMS and SCO | Taxi Council to be consulted.<br>Review future plans of WSU shuttle service                                                                                                                                                                                                                                                                                      | Addressed                                      | Taxi Council consulted as part of stakeholder review period<br>Shuttle service to be reviewed outside of strategy                                                                                                                                                              | 17/12/2019                                         |
| TfNSW       | Commuter disabled parking to be relocated during construction.<br>Confirm data for Carlingford produce store access lane<br>Existing number of disabled parking spaces in Westmead to be retained.<br>Review timing of construction start and timing impacts.<br>Check parking numbers against DWJV design.<br>Confirm consultation requirements and methodology | Addressed<br><br><br><br><br><br><br>Addressed | Close out during consultation workshop and email correspondence.<br>Incorporated into report submission.<br><br><br><br>Latest dates from construction team incorporated.<br>Parking numbers taken from latest available DWJV plans<br>Consultation methodology to be provided | 04/10/2019<br><br>02/12/2019<br><br><br>19/12/2019 |
| CoPC        | Provide kiss and ride opportunities at replacement bus stops.<br>Review existing parking restrictions shown in Westmead precinct.<br>Noted incorrect parking capacity for Fennell St car park.<br>Evidence of Taxi Consultation to be                                                                                                                            | Addressed<br><br><br><br>Addressed             | Incorporated into report submission.<br>Maps updated.                                                                                                                                                                                                                          | 19/09/2019<br><br>02/12/2019                       |



| Agency                                  | Requirement                                                                                                                                                                                                                                               | Status                                                                                                                            | Response                                                                                                                                                                                                                                                                                                                                   | Date                                         |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
|                                         | provided.<br><br>Confirmation of consultation and notification extents<br>Review of CBD loading zone numbers                                                                                                                                              | Addressed                                                                                                                         | Data and analysis updated based on correct capacity.<br>Taxi Council consulted as part of stakeholder review period and evidence provided in consultation log<br><br>Further details and information of consultation provided<br><br>Existing number of loading zones maintained, further opportunities to be explored during construction | 19/12/2019<br><br><br><br><br><br>10/01/2020 |
| Health Administration Corporation (HAC) | Impacts to children's hospital emergency access are managed and disability parking in the area to be maintained.<br><br>Confirm when minutes were issued to HAC and confirm parking number losses.<br><br>Review topic of Cumberland Campus Staff Parking | Addressed<br><br>Addressed<br><br>To be completed in fortnightly meetings with HAC and PC and through site specific TMP processes | Incorporated into report submission<br><br><br><br>Minutes provided and parking losses confirmed.                                                                                                                                                                                                                                          | 02/12/2019<br><br><br><br>19/12/2019         |
| NSW Taxi Council                        | Confirmed acceptance of taxi zone impacts                                                                                                                                                                                                                 | Closed                                                                                                                            | N/A                                                                                                                                                                                                                                                                                                                                        | 17/12/2019                                   |
| Australia Post                          | Require warning of when mail zones are impacted and indicated relocation of post boxes are required and are carried out by themselves                                                                                                                     | Closed                                                                                                                            | Incorporated into report submission<br>Information passed onto communications team for follow up                                                                                                                                                                                                                                           | 18/12/2019                                   |

The Parking Management Strategy has been presented to all relevant road authorities through workshops. These workshops presented the impacts and proposed mitigations for each precinct of the works. The following stakeholders were invited to these workshops:

- City of Parramatta Council
- Roads and Maritime Services
- Transport for NSW
- Sydney Coordination Office
- Health Administration Corporation

Following the workshops this strategy has been updated to address initial feedback received. All comments received following these reviews will be recorded in the consultation log provided in **Volume 2.3** of the Project Wide Parking Management Strategy. This strategy will be updated were required for each precinct to satisfy the closure of comments.

## 2.2 Workshops

On Thursday 1<sup>st</sup> August 2019 an initial stakeholder engagement workshop was held to provide an update on the Parking Management Strategy and obtain stakeholder feedback on the proposed method to address CoA E11 for the Civil Infrastructure Works. The comments received were taken on board in the development of this strategy and the process adopted.

A stakeholder engagement workshop was held on Thursday 12<sup>th</sup> September 2019 to present the Parking Management Strategy related to the Civil Infrastructure Works within Carlingford Precinct. All feedback received was incorporated into this strategy and minutes are provided in the consultation log in **Volume 2.3** of the Project Wide Parking Management Strategy.

Further stakeholder workshops were held in November to present the Parking Management Strategy in relation to the Civil Infrastructure Works within the Westmead, North Parramatta and Parramatta CBD Precincts and updates to the Rosehill and Camellia Precinct.

**Table 2.2** summarises when the stakeholder engagement workshops were held for each precinct, and the relevant stakeholders that attended each workshop. All feedback received was incorporated into this strategy and minutes are provided in the consultation log in **Volume 2.3** of the Project Wide Parking Management Strategy.

**Table 2.2: Stakeholder Engagement Workshop Summary**

| Date                                     | Precincts Discussed                     | Stakeholders            |
|------------------------------------------|-----------------------------------------|-------------------------|
| Thursday 12 <sup>th</sup> September 2019 | Carlingford                             | RMS/SCO, TfNSW and CoPC |
| Thursday 14 <sup>th</sup> November 2019  | Westmead<br>North Parramatta            | RMS/SCO, TfNSW and CoPC |
| Monday 18 <sup>th</sup> November 2019    | Parramatta CBD<br>Rosehill and Camellia | RMS/SCO, TfNSW and CoPC |
| Tuesday 19 <sup>th</sup> November 2019   | Westmead                                | HAC and TfNSW           |

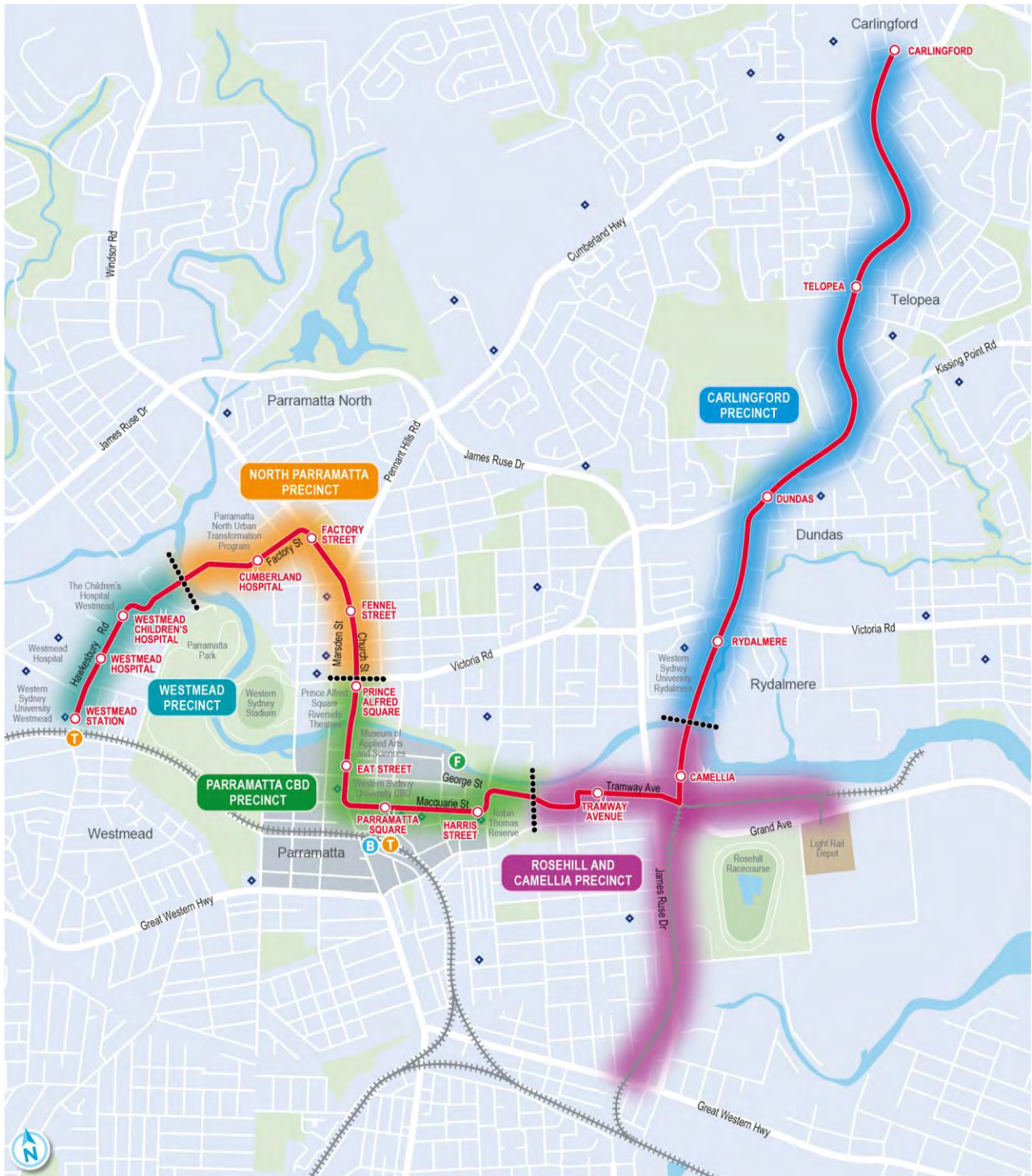
## 2.3 Business and Community Engagement

Businesses and residents affected by the Civil Infrastructure Works are currently being engaged with by the Parramatta Connect Communications Team. This engagement involves providing frequent project information and gaining and understanding of their concerns, both during construction and for the final design. Where parking concerns are raised these are to be considered as part of the detail design and assessed in line with this strategy.

The Parking Management Strategy has been developed taking on board this stakeholder feedback generated by the communications team. Subsequent to consultation, plans detailing the parking changes will be submitted for approval as part of the design and TMP processes.

# 3 Parking Zones

The Parking Management Strategy analyses the parking impacts and proposed mitigations using the areas previously outlined in the Environmental Impact Statement (EIS). **Figure 3.1** shows the five precincts and their extents.



**Figure 3.1: Parramatta Light Rail Precincts**

This document focuses on the Civil Infrastructure Works for Parramatta Light Rail Stage 1. The following section presents the impacts and mitigations associated with the Civil Infrastructure Works, including consideration of the cumulative impacts from Enabling Works (Package 1 and Package 2).

For details on the parking strategy related to Enabling Works (Package 1, 2 and 3) refer to **Volume 1** of the Project Wide Parking Management Strategy.

The parking strategy for the works associated with Package 5 (if required) will be assessed further as part of the Project Wide Parking Management Strategy in **Volume 3**.

### 3.1 Westmead Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the Westmead Precinct.

#### 3.1.1 Summary of Impacts

Within the Westmead Precinct the main works are along the light rail alignment. Within the Westmead Precinct the light rail line alignment is generally on-road and follows Hawkesbury Road, Hainsworth Road and Bridge Street. As a result, all parking along the light rail alignment is removed, with some impacts in adjacent streets due to intersection changes and relocated parking restrictions.

A summary of the existing parking types is shown in **Table 3.1** and is compared against the proposed parking spaces both during construction and in the end state for the Westmead Precinct. The parking mitigation measures in Westmead are in line with the parking hierarchy and aims to provide alternatives for disability parking during construction and in the end state. As shown, during construction and the end state the existing 22 disability spaces within the precinct are provided at all times.

**Table 3.1: Westmead Precinct – Summary of Parking Impacts**

| Parking Restriction                             | No. Spaces |              |            |
|-------------------------------------------------|------------|--------------|------------|
|                                                 | Existing   | Construction | End State  |
| 1/4P Parking                                    | 7          | 6            | 8          |
| 1/2P Parking                                    | 0          | 0            | 2          |
| 1-Hour Parking                                  | 38         | 30           | 32         |
| 2-Hour Parking                                  | 181        | 142          | 146        |
| Unrestricted                                    | 210        | 173          | 173        |
| Disability Parking                              | 22         | 22           | 22         |
| Motorcycles Only                                | 3          | 3            | 3          |
| Kiss & Ride                                     | 2          | 2            | 5          |
| Bus Zone                                        | 4          | 2            | 3          |
| Loading Zone                                    | 2          | 0            | 0          |
| Taxi Zone / No Parking (Taxis Excepted)         | 4          | 4            | 4          |
| Mail Zone / No Parking (Mail Vehicles Excepted) | 3          | 2            | 2          |
| No Parking - Special Exceptions                 | 11         | 6            | 6          |
| Work Zone 6am-6pm M-S                           | 6          | 6            | 6          |
| <b>Total</b>                                    | <b>493</b> | <b>398</b>   | <b>412</b> |

As part of the EIS, Table 6.2 and Table 6.7 of the OTTR indicated that 72 on-corridor spaces 5 off-corridor spaces are removed by the project. The Enabling Works removed 47 spaces from Hawkesbury Road, and as indicated in **Table 3.1** a further 81 spaces are removed within the Precinct. This is a total of 128 spaces removed within the precinct by the project and exceeds the EIS estimate by 51 spaces. Majority of this additional loss is from Hainsworth Street, south of Bridge Street, and Railway Parade, with minor losses experienced in Queens Road, Caroline Street and Jessie Street at their intersection with Hawkesbury Road. The losses at these



locations were not anticipated in the EIS and will require a higher level of lost spaces to be absorbed into the surrounding area.

**Volume 1.2** of the Project Wide Parking Management Strategy discusses the Westmead Hospital Redevelopment. It indicates parking across the site is being increased and once all car parks are built there will be 5,793 spaces on site, with 70 spaces assigned for mobility impaired users. The reduction in on-street parking is expected to be offset by an increased use of the hospital car parks, particularly for hospital staff and visitors.

The existing parking spaces are further broken down in the following sections to identify changes within each street during both construction and the end state for the Westmead Precinct.

### **3.1.2 Parking Surveys**

Parking occupancy surveys of the Westmead Precinct were carried out at different times for the Enabling Works and Civil Infrastructure Works.

Parking surveys were carried out by the enabling works for Hawkesbury Road on Thursday 22<sup>nd</sup> and Saturday 24<sup>th</sup> of November 2018 from 06:00 to 22:00. Additional survey was conducted for Queens Road, Caroline Street, Helen Street and Jessie Street to assess the impacts of removal of parking from Hawkesbury Road. These were carried out from 06:00 to 22:00 on Thursday 7<sup>th</sup> and Saturday 9<sup>th</sup> February 2019.

The extent of additional survey required for the Civil Infrastructure Works within the Westmead Precinct was determined based on the construction activities and end state design condition. This identified that additional parking survey data was required for Railway Parade, Ashley Lane, Park Avenue, and Hainsworth Street. This additional survey was undertaken from 06:00 to 22:00 on Wednesday 16<sup>th</sup> and Saturday 19<sup>th</sup> October 2019.

Due to the changes to parking in Westmead Precinct since the enabling works surveys were conducted, Queens Road was re-surveyed as part of the October 2019 data collection to compare against the February 2019 data. The intention was to use the comparison of the February 2019 and October 2019 to adjust the February data to reflect any observed changes. The comparison assessment did not highlight the need for adjustment of any values as the differences in parking utilisation were minor which would be expected as part of seasonal / daily variances.

Raw data from the surveys is attached in **Appendix A**.

### 3.1.3 Railway Parade and Ashley Lane

Parking along Railway Parade, west of Ashley Lane, is affected by proposed footpath widening to provide a higher level of amenity for path users between the Westmead train station and the Westmead light rail stop.

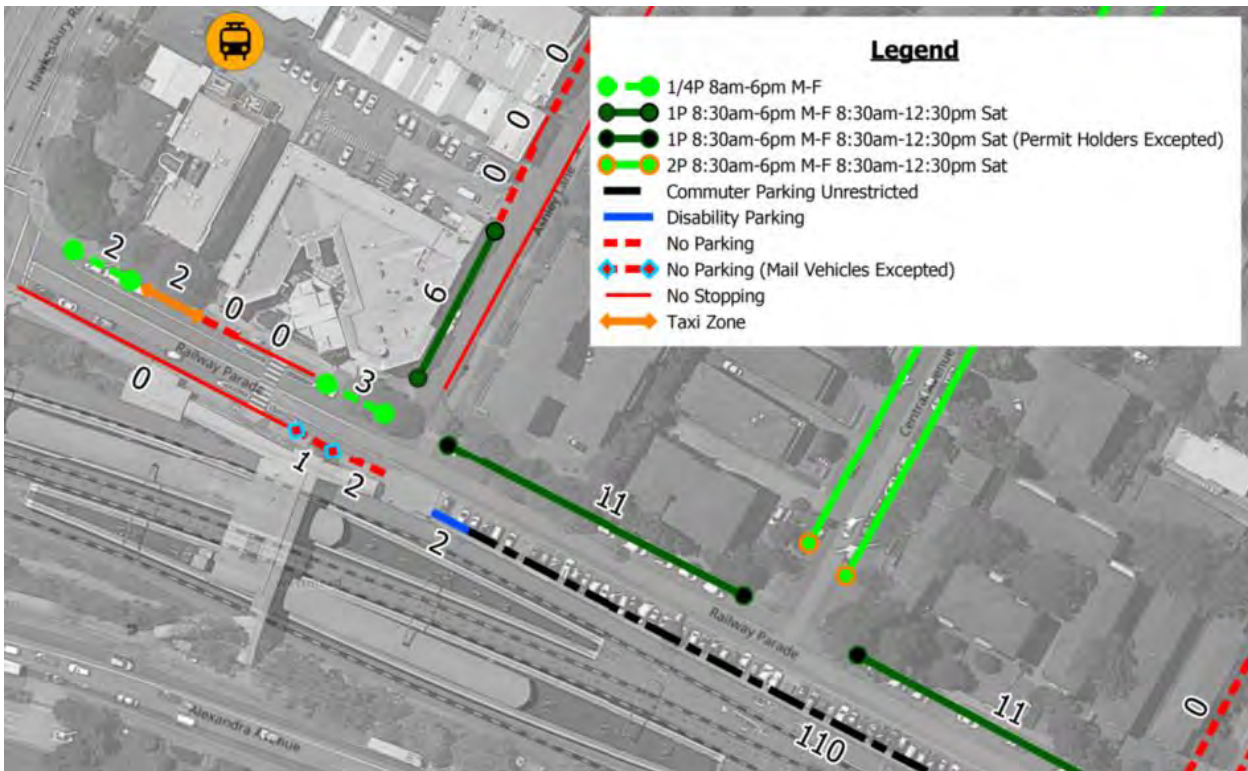
**Table 3.2** shows the existing parking spaces within Railway Parade and Ashley Lane to identify changes within each street during both construction and the end state.

**Table 3.2: Railway Pde and Ashley Lane – Total Parking Impacts**

| Parking Restriction                                            | No. Spaces |              |            |
|----------------------------------------------------------------|------------|--------------|------------|
|                                                                | Existing   | Construction | End State  |
| <b>Railway Parade &amp; Ashley Lane</b>                        |            |              |            |
| 1/4P 8am-6pm M-F                                               | 5          | 6            | 6          |
| Taxi Zone                                                      | 2          | 0            | 0          |
| No Parking (Taxis Excepted)                                    | 0          | 2            | 2          |
| No Parking (Mail Vehicles Excepted)                            | 1          | 1            | 1          |
| Kiss & Ride                                                    | 2          | 2            | 4          |
| 1P 8:30am-6pm M-F 8:30am-12:30pm Sat                           | 6          | 0            | 0          |
| 1P 8:30am-6pm M-F 8:30am-12:30pm Sat (Permit Holders Excepted) | 32         | 30           | 32         |
| Commuter Car Park - Disability                                 | 2          | 2            | 2          |
| Commuter Car Park - Unrestricted                               | 110        | 110          | 110        |
| <b>Total</b>                                                   | <b>160</b> | <b>153</b>   | <b>157</b> |

#### 3.1.3.1 Existing Condition

The existing parking restrictions along Railway Parade and Ashley Lane that are impacted by the Civil Infrastructure Works are shown in **Figure 3.2**. The existing parking capacity along each restriction is shown by a number adjacent to the restriction.

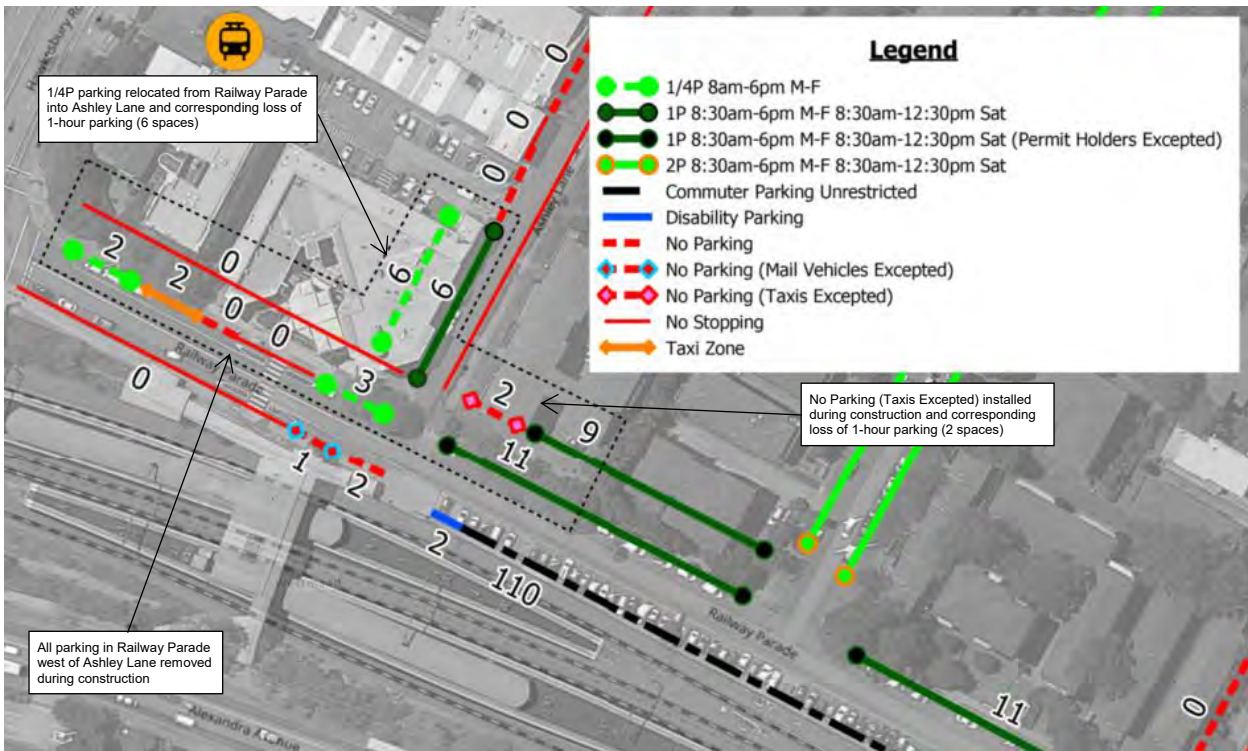


**Figure 3.2: Railway Pde and Ashley Lane – Existing Parking Conditions**

### 3.1.3.2 Impacts and Mitigation

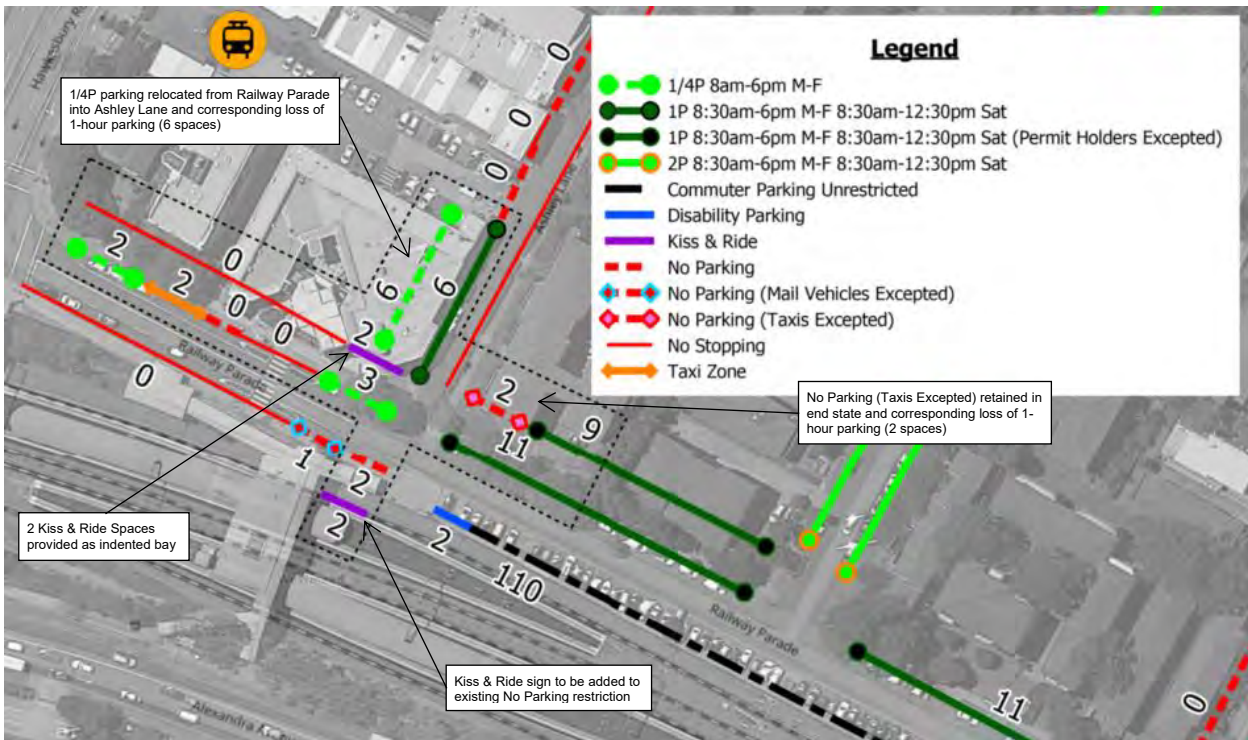
**Figure 3.3** and **Figure 3.4** show the parking conditions in Railway Parade and Ashley Lane during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.3: Railway Pde and Ashley Lane – Construction Parking Conditions**

During construction all parking on the northern kerb of Railway Parade between Hawkesbury Road and Ashley Lane is removed to facilitate construction activities and footpath widening at this location. In the end state, a kiss and ride facility is proposed immediately west of Ashley Lane. During construction, kiss and ride functions will continue on the south side of Railway Parade in the existing No Parking Area, and the Taxi Zone will be relocated to the east side of Ashley Lane.

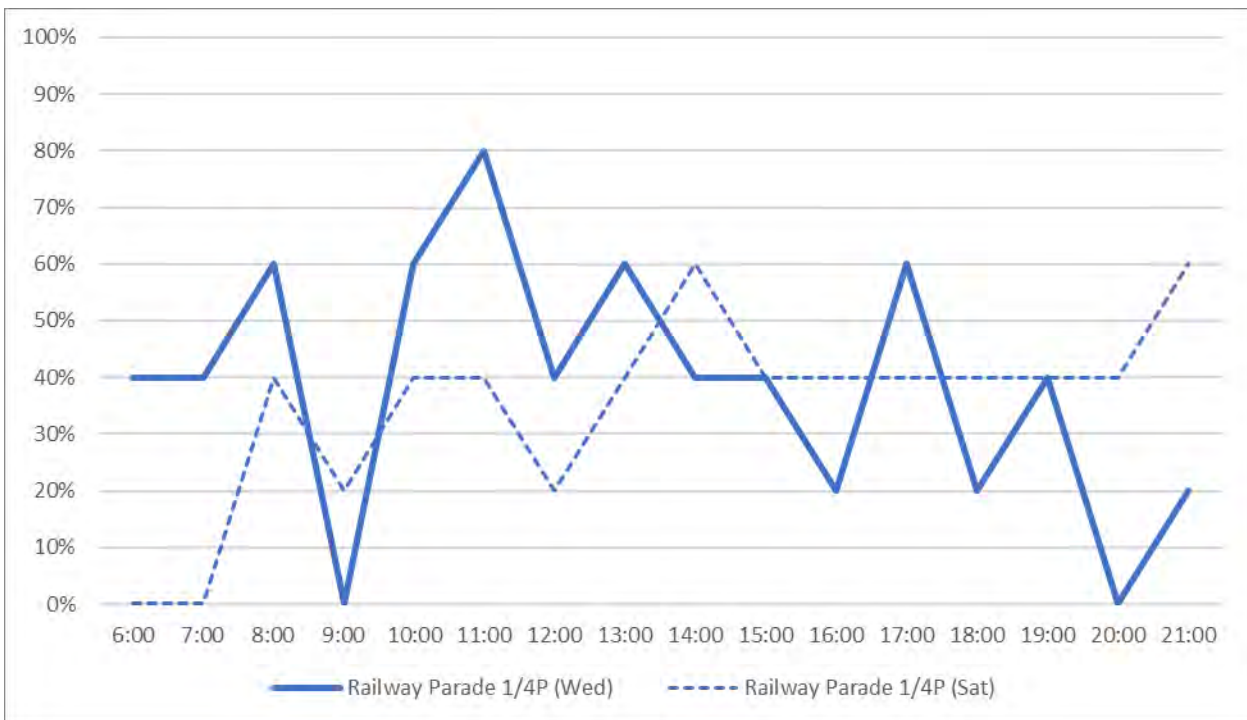


**Figure 3.4: Railway Pde and Ashley Lane – End State Parking Conditions**

## 1/4P Parking

**Figure 3.5** shows that the existing occupancy of the 1/4P parking in Railway Parade over the survey period on Wednesday and Saturday. This parking is proposed to be removed during construction and not replaced in the end state design as a result of the footpath widening. The parking hierarchy indicates that short-term parking should be relocated where required. The existing occupancy indicates these spaces are typically 60% utilised, with a maximum of 80% utilisation over the survey period.

As a result, it was initially proposed to relocate three of the existing 1/4P parking spaces into Ashley Lane in the existing 1-hour parking to continue providing this short-term parking for the businesses in the area. This would provide a mix of 1/4P parking and 1-hour parking in Ashley Lane.

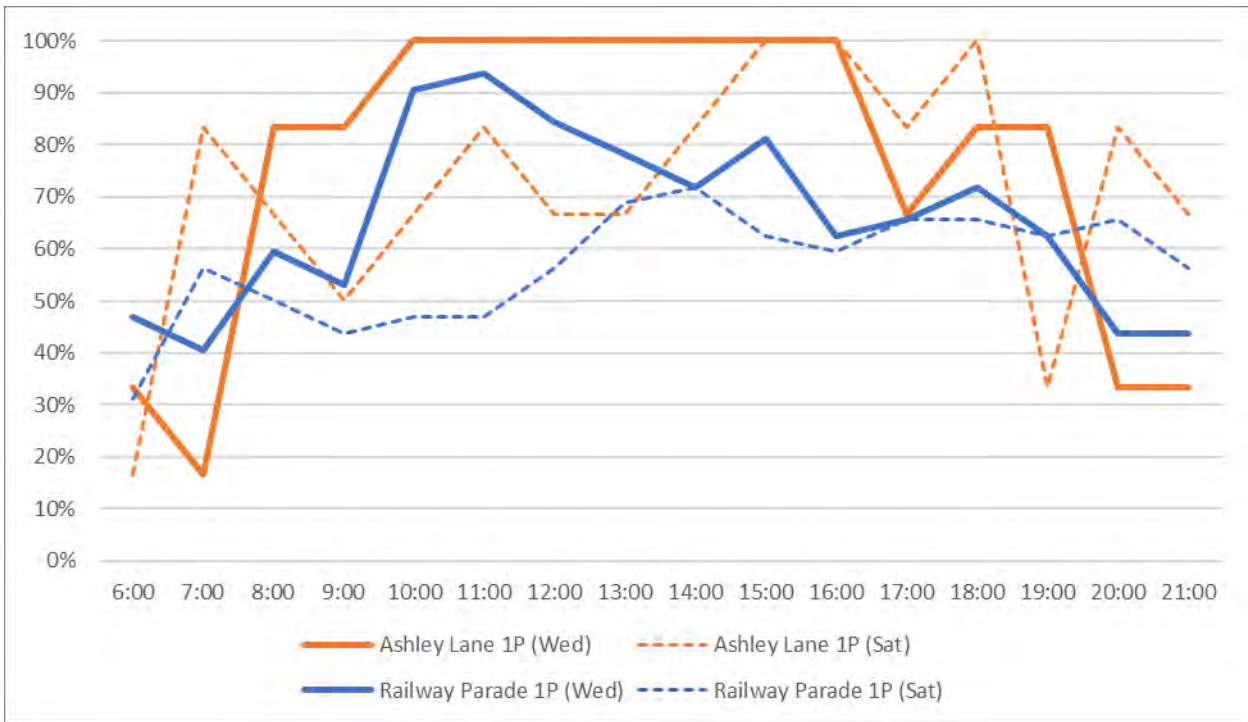


**Figure 3.5: Railway Pde 1/4P Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

During the consultation workshop on the 14<sup>th</sup> November 2019, CoPC and TfNSW requested that all six of the existing 1-hour parking spaces in Ashley Lane are converted to 1/4P parking. This is intended to provide a high level of turn-over of these spaces. It was noted that there are additional 1-hour parking spaces in Railway Parade, east of Ashley Lane that could accommodate this loss in Ashley Lane.

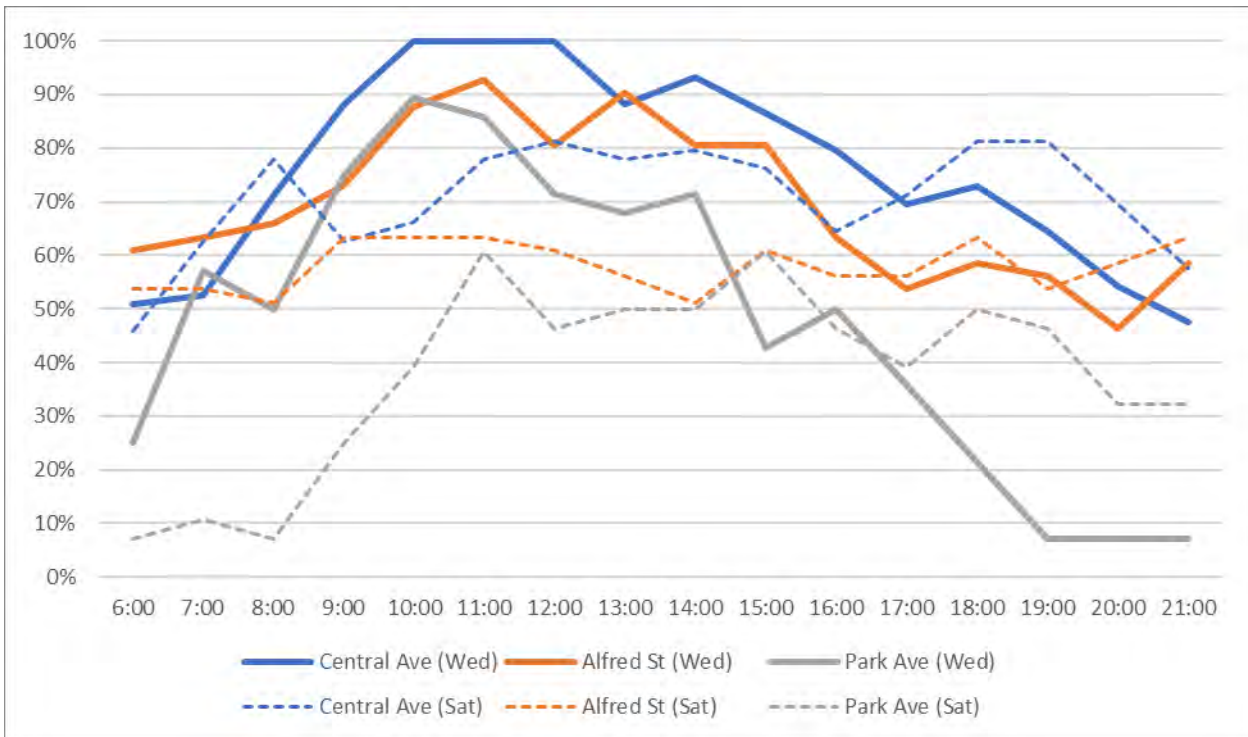
**Figure 3.6** shows the existing occupancy of the 1-hour parking in Ashley Lane (6 spaces) and along Railway Parade (32 spaces) over the survey period on Wednesday and Saturday. The survey reveals that parking on Ashley Lane is fully utilised between 10am and 4pm whilst parking on Railway Parade reached a maximum of 94% utilisation on Wednesday. This indicates the 1-hour parking in the area has a strong demand and the conversion of six 1-hour spaces to 1/4P parking will likely reduce the 1-hour parking supply below the current demand.





**Figure 3.6: Railway Pde and Ashley Lane 1-Hour Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

Some of this surplus 1-hour parking demand can be absorbed into the 2-hour parking areas within Central Avenue (57 spaces), Alfred Street (41 spaces) and Park Avenue (28 spaces). **Figure 3.7** shows the current occupancy of the 2-hour parking in these areas over the survey period on Wednesday and Saturday. This will result in additional walking distances of up to 500 metres.



**Figure 3.7: Central Ave, Alfred St and Park Ave 2-Hour Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

To determine the spare capacity around Railway Parade the highest occupancy rate was considered. **Table 3.3** shows the estimated available capacity in the 1-hour and 2-hour parking in Railway Parade, Central Avenue, Alfred Street and Park Avenue is eight spaces. The survey data indicates the conversion of the 1-hour parking in Ashley lane to 1/4P parking can be accommodated into the surrounding area.

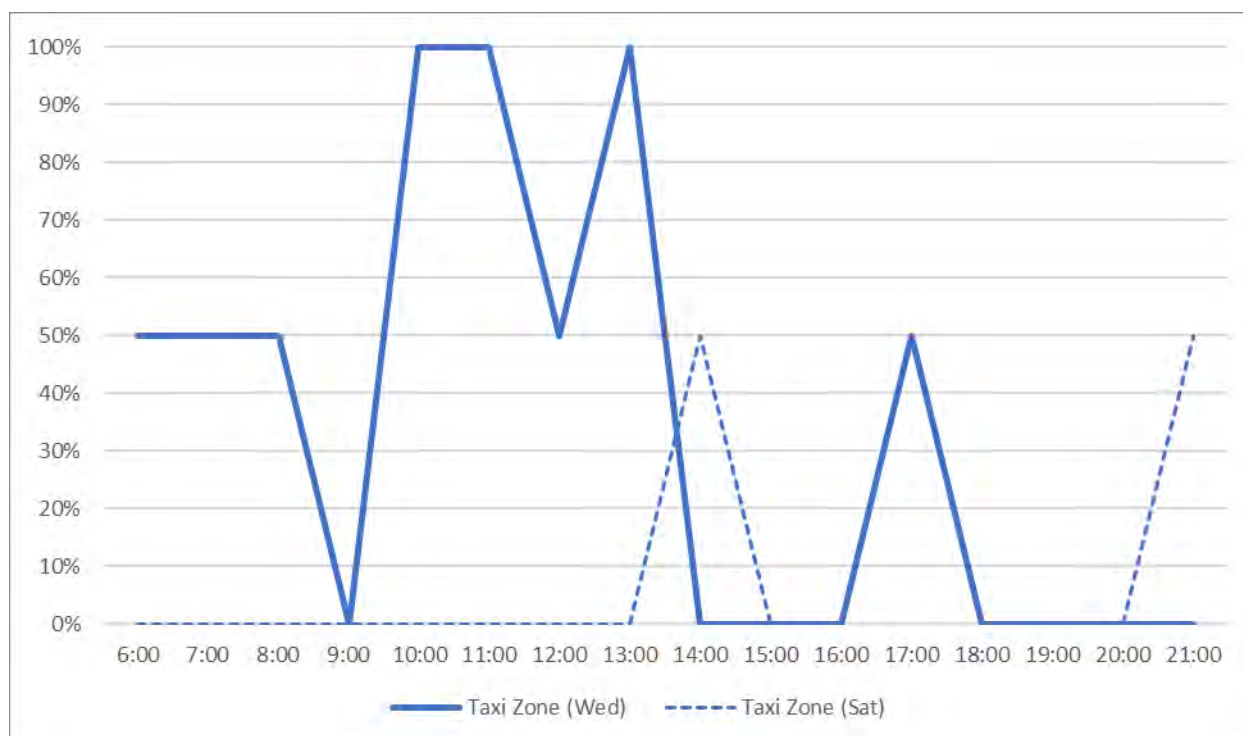
**Table 3.3: Railway Pde, Central Ave, Alfred St and Park Ave Spare Parking Capacity**

| Street Name         | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|---------------------|--------------------|-----------------------|------------------------------|
| Railway Parade (1P) | 6                  | 32                    | 2                            |
| Central Avenue (2P) | 0                  | 57                    | 0                            |
| Alfred Street (2P)  | 7                  | 41                    | 3                            |
| Park Avenue (2P)    | 11                 | 28                    | 3                            |
| <b>TOTAL</b>        |                    |                       | <b>8</b>                     |

### Taxi Zone

The existing taxi zone in Railway Parade is proposed to be relocated further along in Railway Parade east of Ashley Lane during construction. It is proposed to be provided as a No Parking area with Taxis Excepted. This further impacts the 1-hour parking in the area and as indicated above, the surplus demand will need to be absorbed into the 2-hour parking.

**Figure 3.8** shows the current occupancy of the Taxi Zone over the survey period on Wednesday and Saturday. Anecdotal evidence suggests this Taxi Zone is well utilised and has a high turnover, which may explain the variability in the occupancy from the survey data.



**Figure 3.8: Railway Pde Taxi Zone Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

In the end state the taxi zone is unable to be in its current location due to the footpath widening. The strategy proposes to retain the No Parking (Taxis Excepted) restriction installed at construction in the end state.

NSW Taxi Council have been consulted and accept this relocation of the Taxi Zone as the new location is the same distance from, and just as visible to, the station entrance compared to the current location.

### *Kiss and Ride*

In the end state the existing No Parking in Railway Parade on the southern kerb is to be formally signed as a kiss and ride facility. In addition, two kiss and ride spaces are to be provided on the northern kerb in an indented bay immediately west of Ashley Lane.

#### **3.1.3.3 Timing of Changes**

Construction of the footpath widening, and the associated loss of parking on Railway Parade between Hawkesbury Road and Ashley Lane is expected in April 2020. At this time the 1/4P parking and taxi zone will be relocated as described in the preceding sections.

The kiss and ride parking west of Ashley Lane would be installed prior to the light rail opening in 2023.

### 3.1.4 Hawkesbury Road, Queens Road and Caroline Street

Parking along Hawkesbury Road is directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking spaces available. Construction works occur within Queens Road and Caroline Street adjacent to their intersections with Hawkesbury Road to tie in with the light rail alignment. There are no impacts in Helen Street as part of the Civil Infrastructure Works.

**Table 3.4** shows the existing parking spaces (at the time of survey) within Queens Road, Caroline Street and Helen Street to identify changes within each street during both construction and the end state.

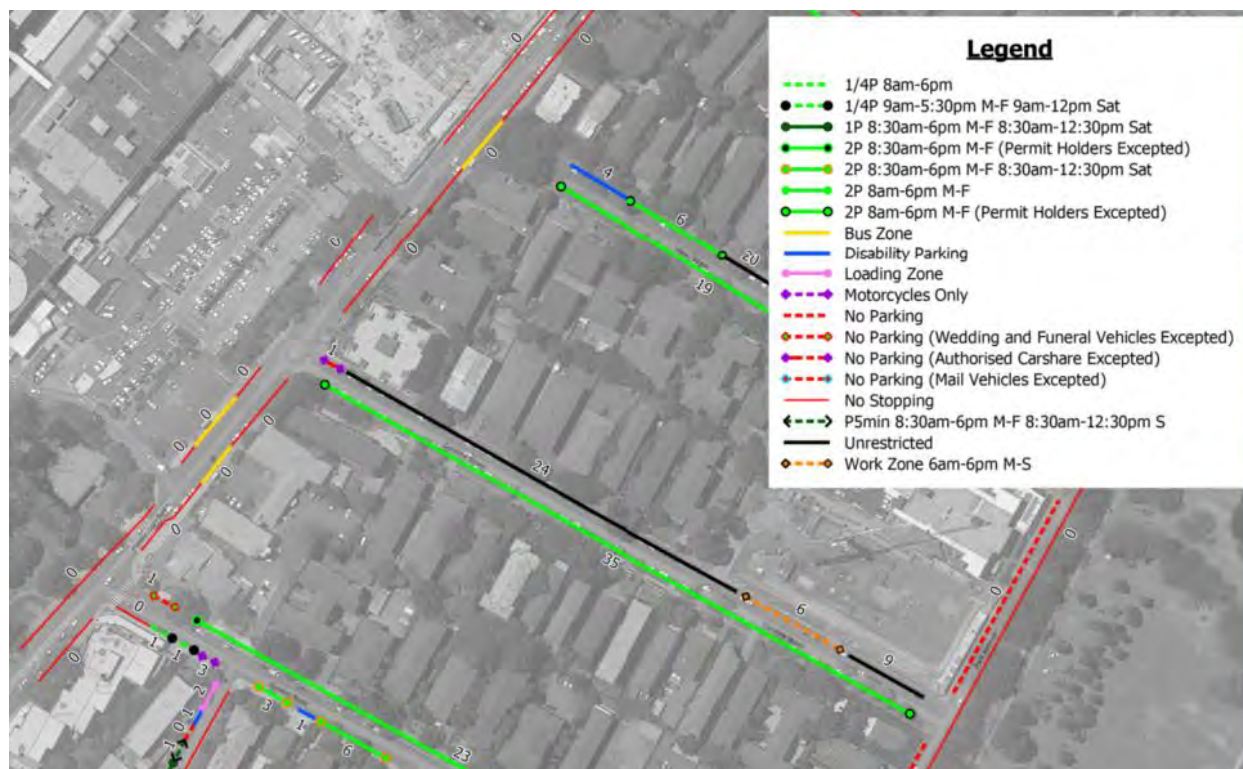
**Table 3.4: Queens Rd, Caroline St and Helen St – Total Parking Impacts**

| Parking Restriction                                | No. Spaces |              |           |
|----------------------------------------------------|------------|--------------|-----------|
|                                                    | Existing   | Construction | End State |
| <b>Queens Road</b>                                 |            |              |           |
| 1/4P 8am-6pm                                       | 1          | 0            | 1         |
| 1/4P 9am-5:30pm M-F 9am-12pm Sat                   | 1          | 0            | 1         |
| 1/2P 8am-6pm                                       | 0          | 0            | 2         |
| Motorcycles Only                                   | 3          | 3            | 3         |
| 2P 8:30am-6pm M-F (Permit Holders Excepted)        | 23         | 22           | 22        |
| Disability Parking                                 | 1          | 1            | 1         |
| No Parking (Wedding and Funeral Vehicles Excepted) | 1          | 1            | 1         |
| 2P 8:30am-6pm M-F 8:30am-12:30pm Sat               | 26         | 26           | 26        |
| <b>Total</b>                                       | <b>56</b>  | <b>53</b>    | <b>57</b> |
| <b>Caroline Street</b>                             |            |              |           |
| 2P 8am-6pm M-F (Permit Holders Excepted)           | 35         | 28           | 29        |
| Kiss and Ride                                      | 0          | 0            | 1         |
| No Parking (Taxis Excepted)                        | 0          | 2            | 2         |
| No Parking (Authorised Carshare Excepted)          | 1          | 1            | 1         |
| Unrestricted                                       | 33         | 27           | 27        |
| Work Zone 6am-6pm M-S                              | 6          | 6            | 6         |
| <b>Total</b>                                       | <b>75</b>  | <b>64</b>    | <b>66</b> |
| <b>Helen Street</b>                                |            |              |           |
| 2P 8am-6pm M-F (Permit Holders Excepted)           | 36         | 36           | 36        |
| No Parking (Mail Vehicles Excepted)                | 1          | 1            | 1         |
| Disability Parking                                 | 4          | 4            | 4         |
| Unrestricted                                       | 20         | 20           | 20        |
| No Parking (Authorised Carshare Excepted)          | 1          | 1            | 1         |
| <b>Total</b>                                       | <b>62</b>  | <b>62</b>    | <b>62</b> |

### 3.1.4.1 Existing Condition

The existing parking restrictions along Hawkesbury Road, Queens Road and Caroline Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.9**. The parking capacity along each restriction is shown by a number adjacent to the restriction.

All existing parking, except bus zones, has been removed from Hawkesbury Road (between Darcy Road and Jessie Street) and four disability parking spaces were relocated into Helen Street as part of the Enabling Works. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works are shown as the existing parking conditions.



**Figure 3.9: Hawkesbury Rd, Queens Rd and Caroline St – Existing Parking Conditions**

### 3.1.4.2 Impacts and Mitigation

**Figure 3.10** and **Figure 3.11** show the parking conditions in Hawkesbury Road, Queens Road and Caroline Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

The parking in Helen Street is not impacted by the Civil Infrastructure Works and there are no further changes to the disability parking relocated from Hawkesbury Road as part of the Enabling Works.





Figure 3.10: Hawkesbury Rd, Queens Rd, Caroline St and Helen St – Construction Parking Conditions

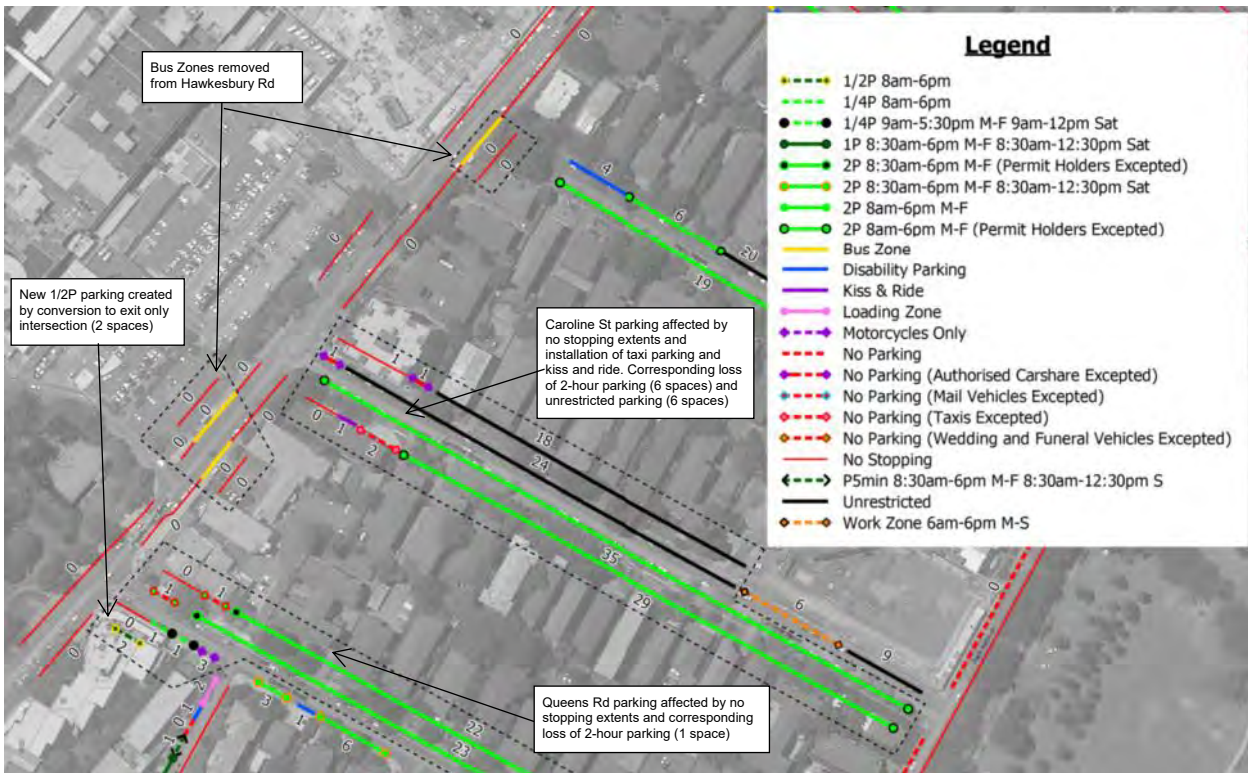


Figure 3.11: Hawkesbury Rd, Queens Rd, Caroline St and Helen St – End State Parking Conditions

**Hawkesbury Road**

The parking on Hawkesbury Road, between Darcy Road and Jessie Street, was removed as part of the Enabling Works. The bus stops outside Westmead Hospital and the Westmead

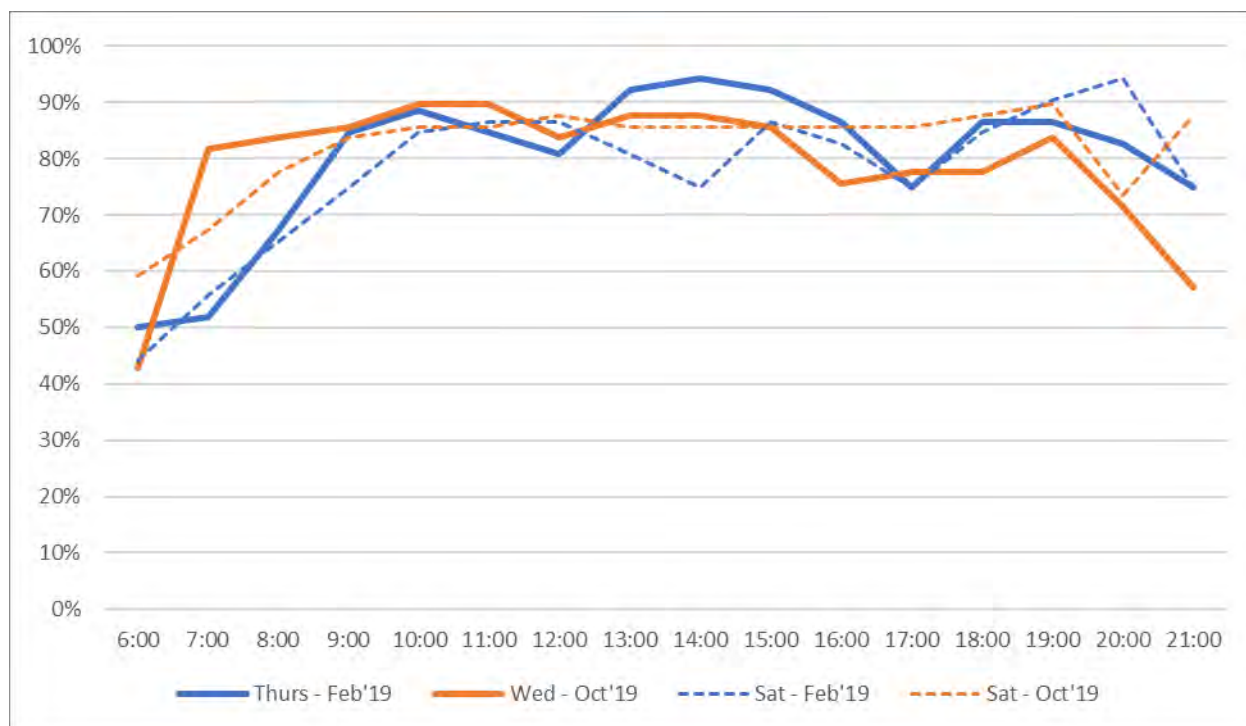


Institute for Medical Research are to be removed at the beginning of the Civil Infrastructure Works, with the northbound bus stop at Westmead Children’s Hospital remaining during construction and end state.

### Queens Road

The impacts to parking in Queens Road are limited to the approach to its intersection with Hawkesbury Road.

In the end state parking is impacted from the extent of no stopping required for the intersection. On the southern kerb, two additional parking spaces are provided in the current design with the kerb buildout resulting from converting Queens Road to a one-way exit at Hawkesbury Road. These spaces are proposed to be provided as 1/2P parking between 8am and 6pm to service the food outlets and shops on Hawkesbury Road. On the northern kerb the existing No Parking (Wedding and Funeral Vehicles Excepted) is to be shifted east outside of the no stopping extents. This results in the loss of one space of 2-hour parking (permit holders excepted).



**Figure 3.12: Queens Rd 2-Hour Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019 and Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

**Figure 3.12** shows the current occupancy of the 2-hour parking in Queens Road over the survey periods in February and October 2019. To determine the spare capacity in Queens Road the highest occupancy rate was considered. The February data indicated 52 2-hour parking spaces while the October data indicated only 49 2-hour parking spaces. These different capacities meant that an average of the spare capacity for the two survey periods was used. **Table 3.5** shows the estimated spare capacity in Queens Road within the existing 2-hour parking is approximately four spaces.

**Table 3.5: Queens Rd Spare 2-Hour Parking Capacity**

| Street Name          | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------------|--------------------|-----------------------|------------------------------|
| Queens Road (Feb'19) | 6                  | 52                    | 3                            |
| Queens Road (Oct'19) | 10                 | 49                    | 5                            |
| <b>AVERAGE</b>       |                    |                       | <b>4</b>                     |

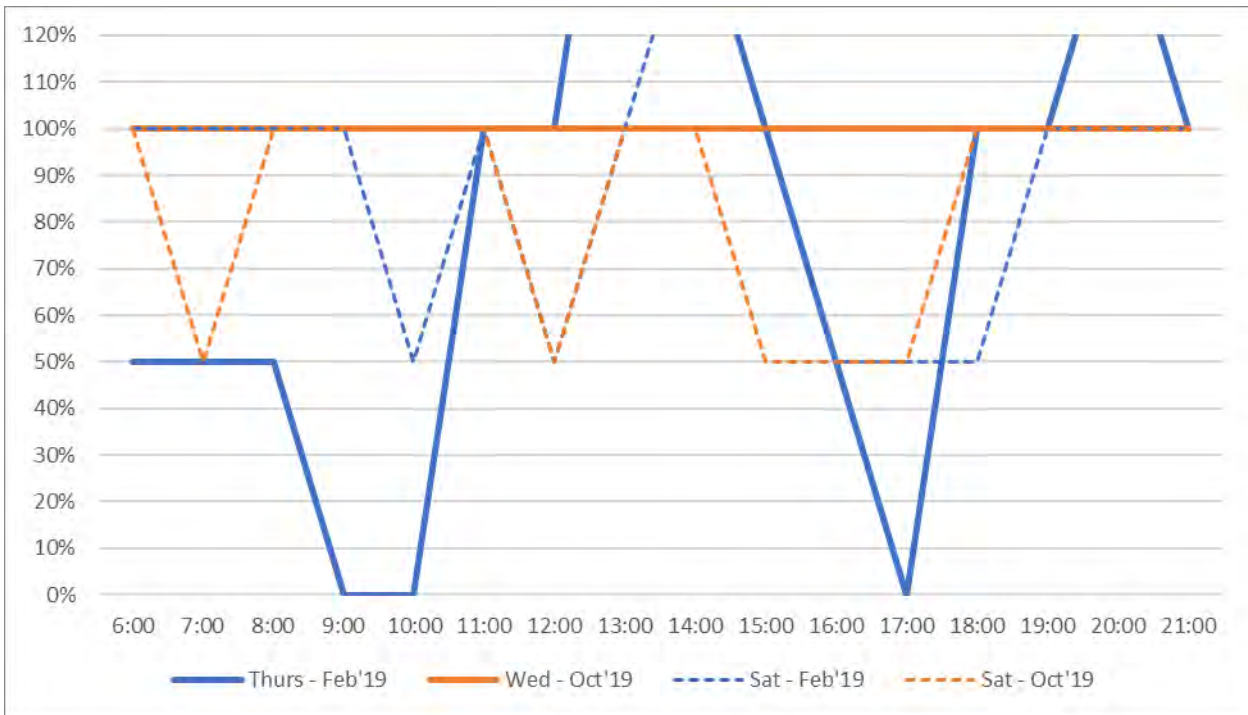
To determine the spare capacity in Queens Road for resident parking the method used for the Enabling Works in **Volume 1.2** of the Project Wide Parking Management Strategy was adopted. An average occupancy rate was calculated from four time periods when it is most likely that only residents would be using the parking zones (Thursday/Wednesday at 06:00 and 21:00 and Saturday at 06:00 and 21:00). The February and October data indicated different capacities and as a result an average of the spare capacity was taken. **Table 3.6** shows the estimated spare residential parking capacity in Queens Road is approximately 19 spaces.

**Table 3.6: Queens Rd Spare Resident Parking Capacity**

| Street Name          | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------------|--------------------|-----------------------|------------------------------|
| Queens Road (Feb'19) | 39                 | 52                    | 20                           |
| Queens Road (Oct'19) | 38                 | 49                    | 18                           |
| <b>AVERAGE</b>       |                    |                       | <b>19</b>                    |

During construction the worst-case scenario has been considered where all parking within the project boundary is removed for kerb construction works. On the northern kerb the existing No Parking (Wedding and Funeral Vehicles Excepted) is to be shifted to its end state position. On the southern kerb the existing 1/4P parking (two spaces) are expected to be removed towards the end of construction to complete kerb works. These spaces will be reinstated once kerb works are completed and retained in the end state.

The loss of the 1/4P parking during construction is a worst-case scenario. **Figure 3.13** shows the current occupancy of the 1/4P parking in Queens Road over the survey periods in February and October. It is currently not proposed to replace the 1/4P parking during construction as this would only be a temporary relocation while kerb adjustments are made. If required, the 1/4P parking could be relocated into the 2-hour parking on the southern kerb of Queens Road east of Ashley Lane. As indicated above in **Table 3.5** and **Table 3.6** there is some spare capacity and the temporary loss of two spaces can be accommodated in Queens Road.



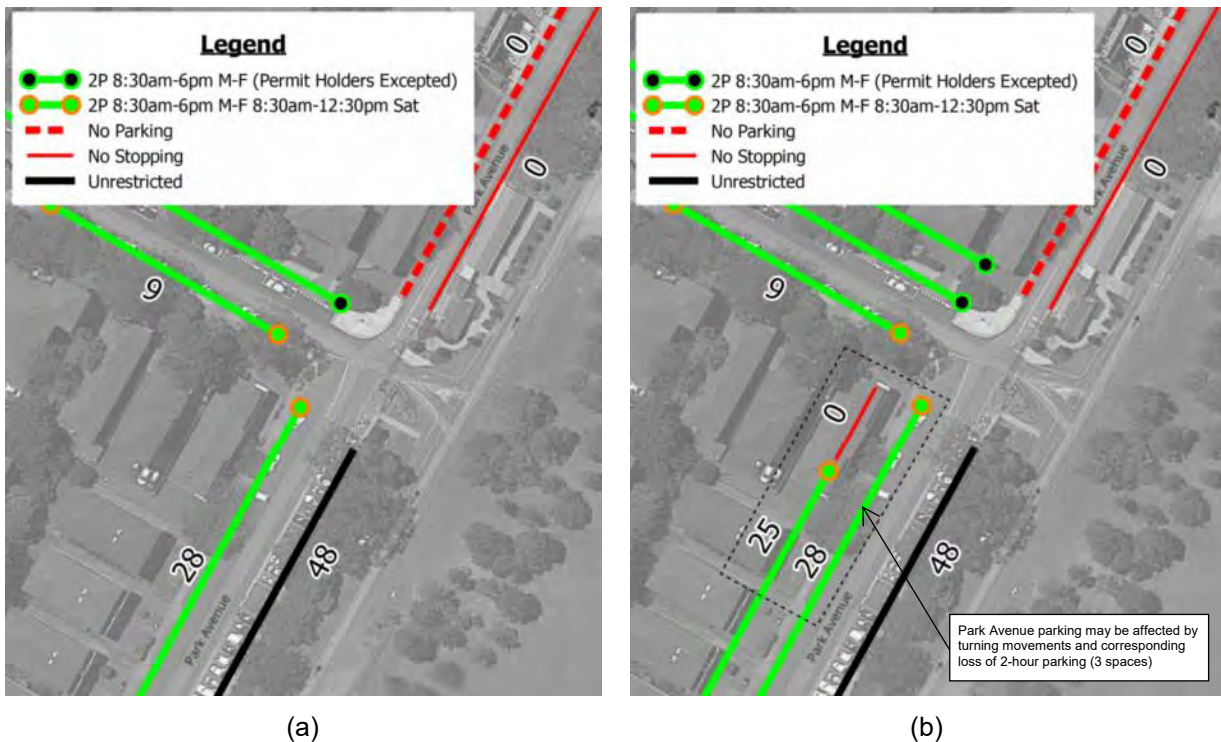
**Figure 3.13: Queens Rd 1/4P Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019 and Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

### Queens Road and Park Avenue Intersection

At the entrance to Parramatta Park, at the intersection of Queens Road and Park Avenue, Parramatta Connect is required to facilitate heavy vehicle movements turning right from Park Avenue into Parramatta Park. This is a result of banned turning movements at Hawkesbury Road and Queens Road intersection.

The design for these works has not yet been undertaken, and there is a risk that some of the existing 2-hour parking on approach to the intersection will need to be removed to provide space for swept paths. Initial review of the intersection indicates the turning movement may be made possible by shifting the centre-line and therefore avoid the need to remove parking. However, this strategy has considered the worst-case scenario and assumes parking will need to be removed.

**Figure 3.14(a)** shows the existing parking conditions in Park Avenue at the intersection with Queens Road. **Figure 3.14(b)** shows the potential loss of 2-hour parking (three spaces) to facilitate the right turn into Parramatta Park.



**Figure 3.14: Queens Rd and Park Ave Intersection Parking Conditions – (a) Existing (b) Construction / End State**

### Caroline Street

Similar to Queens Road the impacts to parking in Caroline Street are limited to the approach to the intersection with Hawkesbury Road.

In the end state parking is impacted from the extent of no stopping required for the intersection. On the southern kerb a kiss and ride is provided for the Westmead Hospital light rail stop. The existing taxi zone on Hawkesbury Road (refer to **Section 3.1.5.1 Figure 3.16**) near the Children’s Hospital is removed and a No Parking (Taxis Excepted) area is proposed in Caroline Street. Taxis can wait here and once a call is received, they are able to turn right at Hawkesbury Road and complete their pickup from the hospital entrances. On the northern kerb the existing No Parking (Authorised Carshare Excepted) is to be shifted east outside of the no stopping extents. In total this results in the loss of six 2-hour parking (permit holders excepted) and six unrestricted parking spaces.

NSW Taxi Council accepted this change to the Taxi Zone given the fact that there will be no parking or stopping available on Hawkesbury Road, and noted that Caroline Street is a logical choice being the closest street where left and right turns are allowed into Hawkesbury Road.

**Figure 3.15** shows the current occupancy of parking in Caroline Street over the survey period in February. To determine the spare capacity in Caroline Street for resident parking an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00 and Saturday at 06:00 and 21:00). **Table 3.7** shows the estimated spare resident capacity in Caroline Street is approximately 25 spaces.

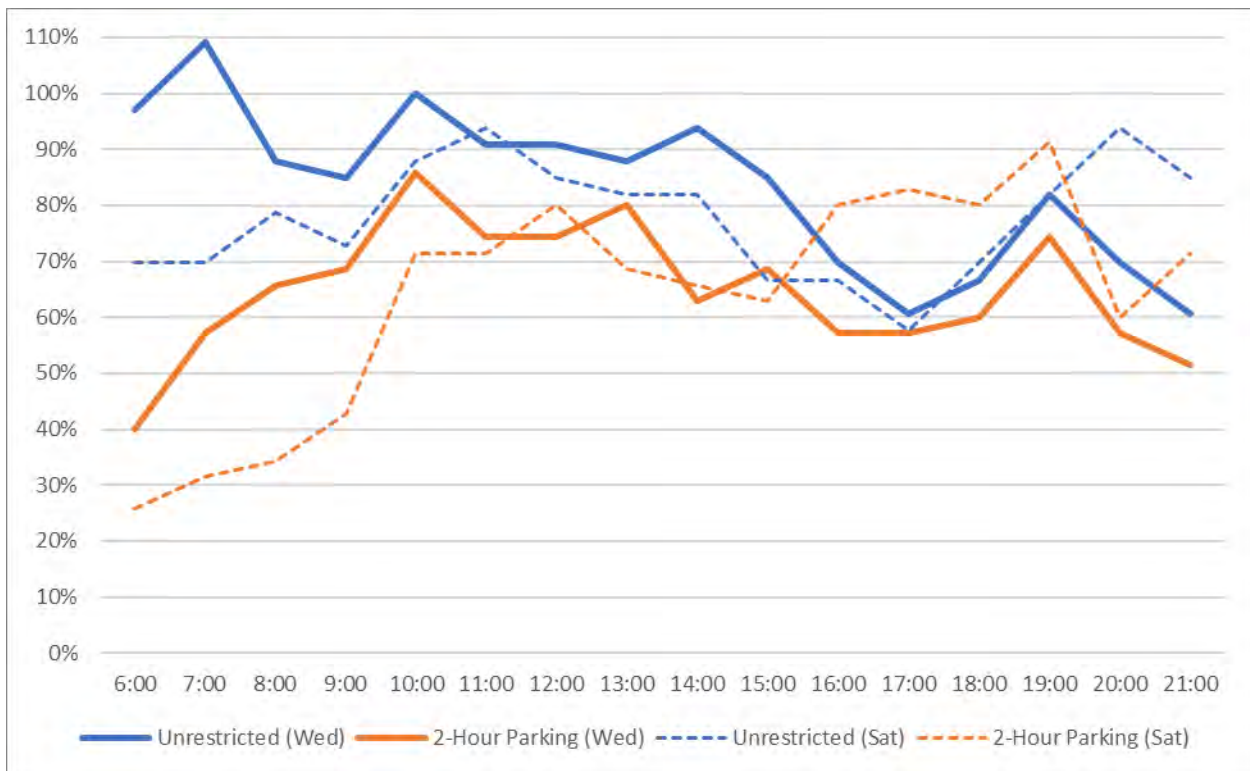


Figure 3.15: Caroline St Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019

Table 3.7: Caroline St Spare Resident Parking Capacity

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Unrestricted   | 22                 | 33                    | 7                            |
| 2-Hour Parking | 53                 | 35                    | 18                           |
| <b>TOTAL</b>   |                    |                       | <b>25</b>                    |

During construction the worst-case scenario has been considered where all parking within the project boundary is removed for kerb construction works. On the northern kerb the existing No Parking (Authorised Carshare Excepted) is to be shifted to its end state position. On the southern kerb the proposed No Parking (Taxis Excepted) is to be located further east than its end state location, resulting in an additional loss of one 2-hour parking space during construction only.

The additional loss of one 2-hour parking space during construction is a worst-case scenario. As indicated above in **Table 3.7** there is enough spare capacity resident parking within Caroline Street to accommodate this temporary loss.

### 3.1.4.3 Timing of Changes

Construction of the light rail infrastructure on Hawkesbury Road is anticipated to begin in April 2020, and at this time the bus stops will be permanently removed from Hawkesbury Road and the No Parking (Taxis Excepted) is to be installed in Caroline Street.

The loss of parking during construction for kerb alignments in Queens Road and Caroline Street is expected towards the end of construction in late 2022.

The kiss and ride in Caroline Street is to be installed prior to the light rail opening in 2023.



### 3.1.5 Hawkesbury Road, Jessie Street and Hainsworth Street

Parking along Hawkesbury Road and Hainsworth Street is directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking space available. Works within Jessie Street are at its intersection with Hawkesbury Road to tie in with the light rail alignment and are also associated with its conversion to a one-way westbound road.

**Table 3.8** shows the existing parking spaces within Hawkesbury Road (based on enabling works changes), Jessie Street, Hainsworth Street and Park Avenue to identify changes within each street during both construction and the end state.

**Table 3.8: Hawkesbury Rd, Jessie St, Hainsworth St and Park Ave – Total Parking Impacts**

| Parking Restriction                                                         | No. Spaces |              |           |
|-----------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                             | Existing   | Construction | End State |
| <b>Hawkesbury Road</b>                                                      |            |              |           |
| Bus Zone                                                                    | 4          | 1            | 1         |
| Unrestricted                                                                | 10         | 0            | 0         |
| Taxi Zone                                                                   | 2          | 0            | 0         |
| Mail Zone                                                                   | 1          | 0            | 0         |
| <b>Total</b>                                                                | <b>17</b>  | <b>1</b>     | <b>1</b>  |
| <b>Jessie Street</b>                                                        |            |              |           |
| Disability Parking                                                          | 7          | 10           | 10        |
| Bus Zone                                                                    | 0          | 0            | 1         |
| 2P 8am-6pm M-F (Permit Holders Excepted)                                    | 38         | 28           | 28        |
| No Parking (Authorised Carshare Excepted)                                   | 1          | 1            | 1         |
| Unrestricted                                                                | 23         | 16           | 16        |
| <b>Total</b>                                                                | <b>69</b>  | <b>55</b>    | <b>56</b> |
| <b>Hainsworth Street (including Children's Hospital Emergency Entrance)</b> |            |              |           |
| Disability Parking                                                          | 8          | 0            | 3         |
| No Parking (Emergency Parking Only)                                         | 5          | 2            | 2         |
| Authorised Vehicles Only                                                    | 2          | 0            | 0         |
| Loading Zone                                                                | 2          | 0            | 0         |
| 2P 8am-6pm M-F                                                              | 23         | 0            | 0         |
| Unrestricted                                                                | 14         | 0            | 0         |
| <b>Total</b>                                                                | <b>54</b>  | <b>2</b>     | <b>5</b>  |
| <b>Park Avenue (north of Jessie Street)</b>                                 |            |              |           |
| No Parking                                                                  | 13         | 0            | 0         |
| Bus Zone                                                                    | 0          | 1            | 1         |
| Disability Parking                                                          | 0          | 5            | 2         |
| 2P 8am-6pm M-F                                                              | 0          | 2            | 5         |
| <b>Total</b>                                                                | <b>13</b>  | <b>8</b>     | <b>8</b>  |

### 3.1.5.1 Existing Condition

The existing parking restrictions along Hawkesbury Road, Jessie Street and Hainsworth Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.16**. The parking capacity along each restriction is shown by a number adjacent to the restriction.

As part of the Enabling Works seven disability parking spaces were relocated from Hawkesbury Road into Jessie Street. The parking on the southern kerb of Hawkesbury Road between Jessie Street and Hainsworth Street was not impacted in by the Enabling Works. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works are shown as the existing parking conditions.

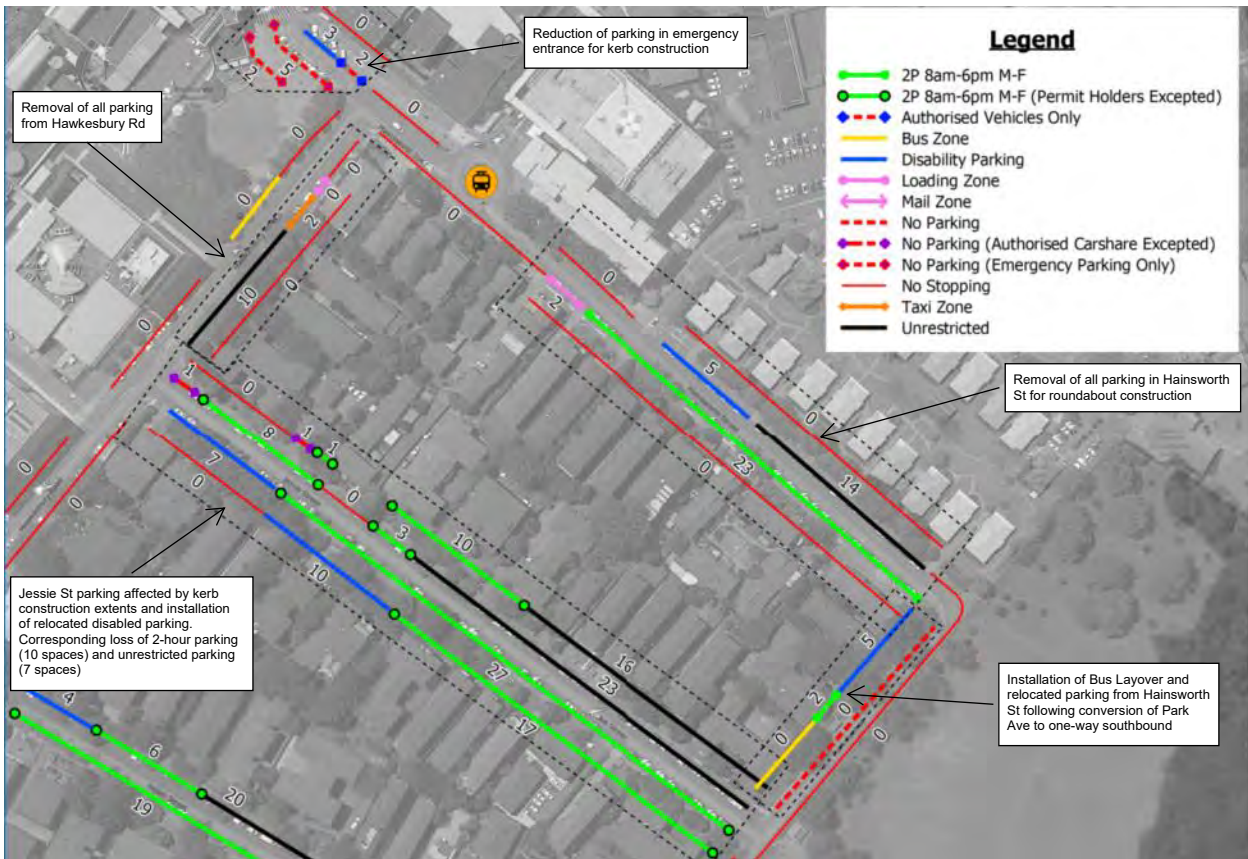


**Figure 3.16: Hawkesbury Rd, Jessie St and Hainsworth St – Existing Parking Conditions**

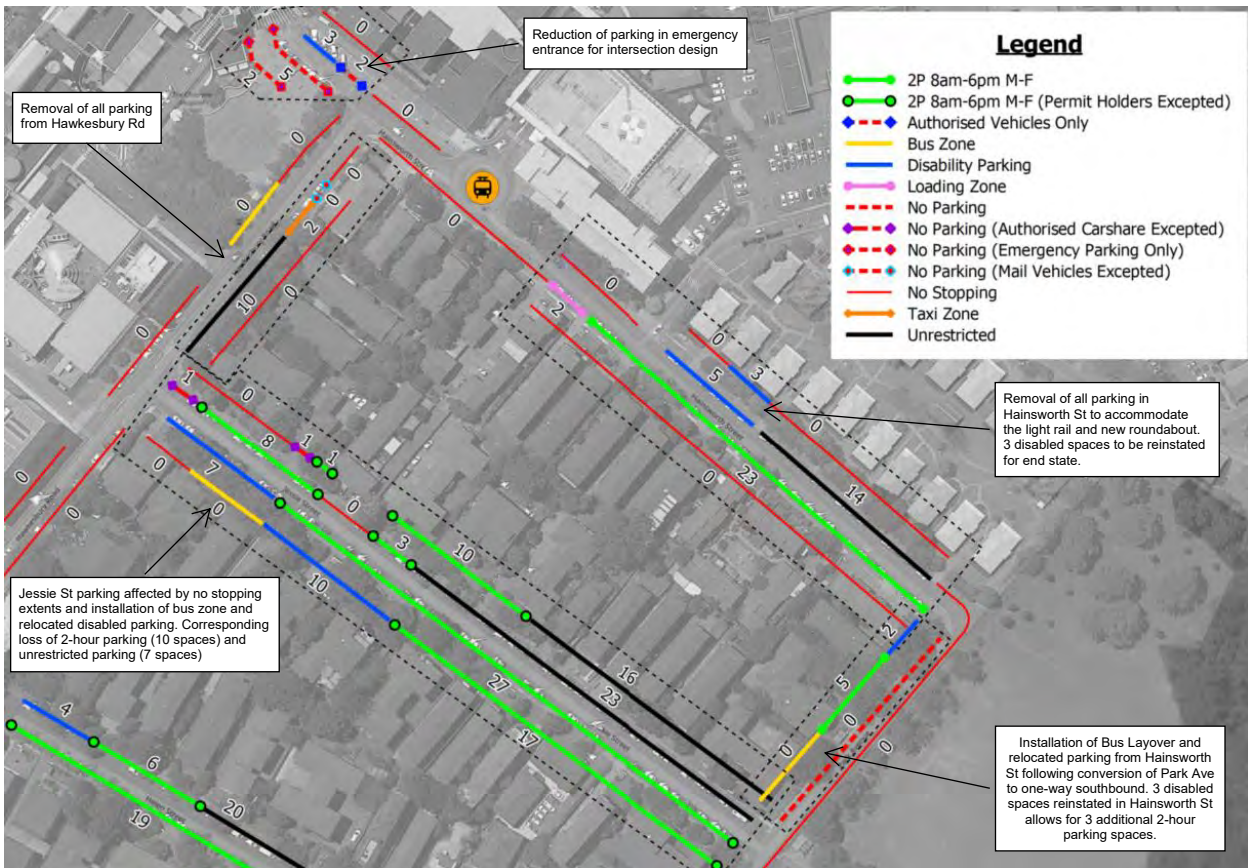
### 3.1.5.2 Impacts and Mitigation

**Figure 3.17** and **Figure 3.18** show the parking conditions in Hawkesbury Road, Hainsworth Street, Jessie Street and Park Avenue during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.17: Hawkesbury Rd, Jessie St and Hainsworth St – Construction Parking Conditions**



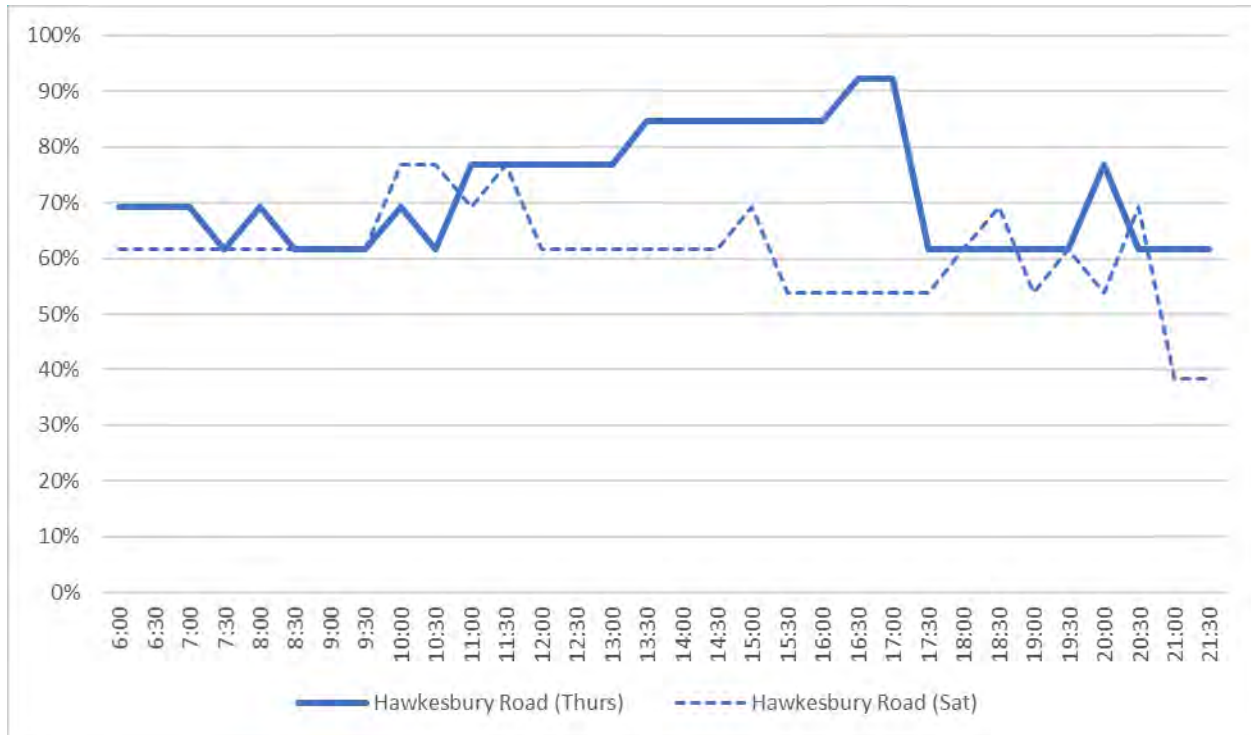
**Figure 3.18: Hawkesbury Rd, Jessie St and Hainsworth St – End State Parking Conditions**



## Hawkesbury Road

The parking on the southern kerb of Hawkesbury Road between Jessie Street and Hainsworth Street is to be permanently removed. The bus stop outside Children's Hospital is maintained throughout construction and in the end state.

The survey data for this section of Hawkesbury Road was not collected based on the three parking restrictions (unrestricted, taxi zone and mail zone). As a result, **Figure 3.19** shows the combined occupancy of this section of Hawkesbury Road. Anecdotal evidence suggests the taxi zone is well utilised, as it services both the adult's and children's hospitals.



**Figure 3.19: Hawkesbury Rd Parking Occupancy – Thursday 22<sup>nd</sup> & Saturday 24<sup>th</sup> November 2018**

The closest point for the taxi zone to be relocated is Jessie Street, however with the removal of all parking from Hawkesbury Road this location is targeted for higher priority parking requirements. This location is also no longer within viewing distance of the hospital entrance. It is therefore anticipated that taxis would no longer get walk-up fares in Jessie Street but would use this location to sit and wait until a call comes through from dispatch. As a result, a No Parking (Taxis Excepted) area is to be provided in Caroline Street during construction and in the end state. Refer to **Section 3.1.4.2** for details (**Figure 3.10** and **Figure 3.11**).

The mail zone is not to be relocated during construction or in the end state. It was confirmed with HAC during the consultation workshop on 19<sup>th</sup> November 2019 that the hospital has its own postal services on site. There is an existing No Parking (Australia Post Vehicles Excepted) and Street Post Box (SPB) located in Helen Street that is anticipated to provide postal services for residents in the area. As a result, the mail zone from Hawkesbury Road is to be removed and not replaced. Consultation with Australia Post confirmed that the area is well serviced and the removal of this SPB and associated mail zone is acceptable.

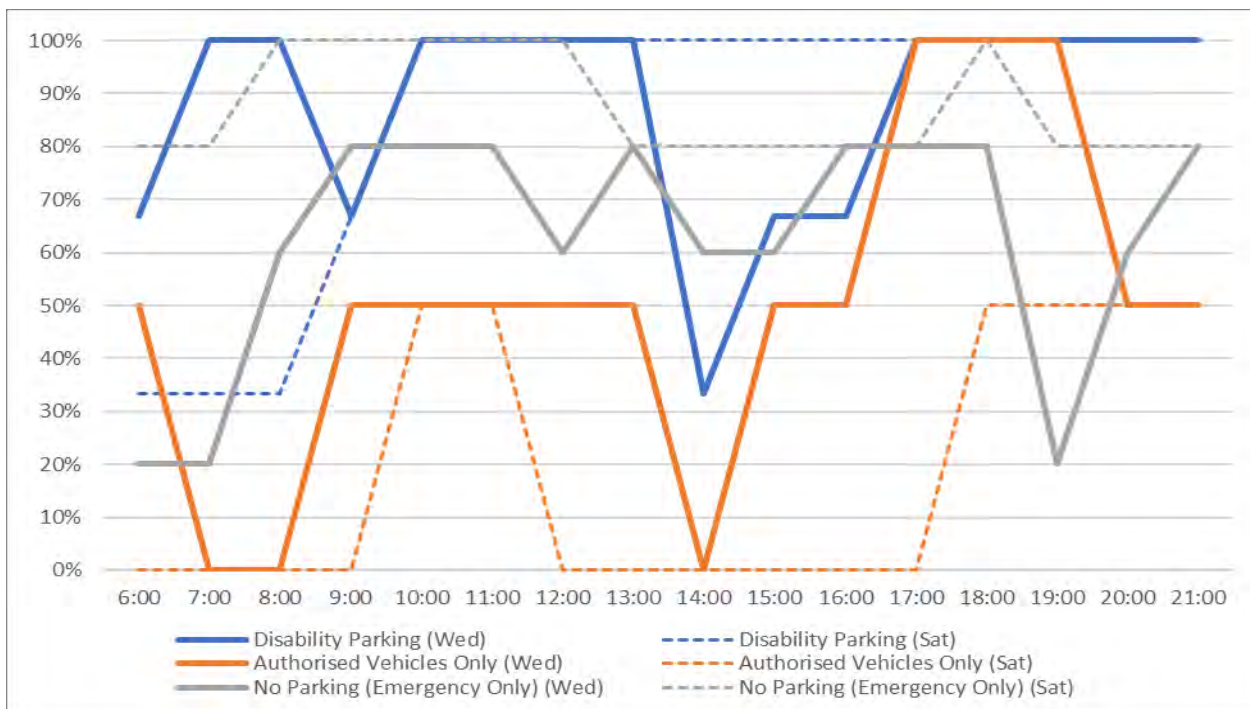
The unrestricted parking is not proposed to be relocated and will need to be absorbed into the surrounding network.

### Children's Hospital Emergency Entrance

The parking impact on the Children's Hospital emergency entrance is the same during construction and end state. The disabled parking and authorised vehicles only parking within the median is lost to allow turning movements to exit the emergency bay in the end state. The no parking (emergency only) is affected by kerb reconstruction to accommodate the signalised intersection of Hawkesbury Road and Hainsworth Street.

Following the opening of the new Westmead Hospital Plaza, which will be the emergency entrance for both the adult's and children's hospitals this existing entrance will no longer provide an emergency function. It will still be required to function as an out-patient drop off and pick up location. At the consultation session with HAC on the 19<sup>th</sup> November 2019 the main concern was that sufficient width is provided within the area to allow one vehicle to pull up against the kerb and another vehicle to pass.

The current occupancy of parking in the Children's Hospital emergency entrance over the survey period in October is shown in **Figure 3.20**. The area is well utilised with all parking restrictions reaching 100% utilisation on either Wednesday or Saturday during the survey period.

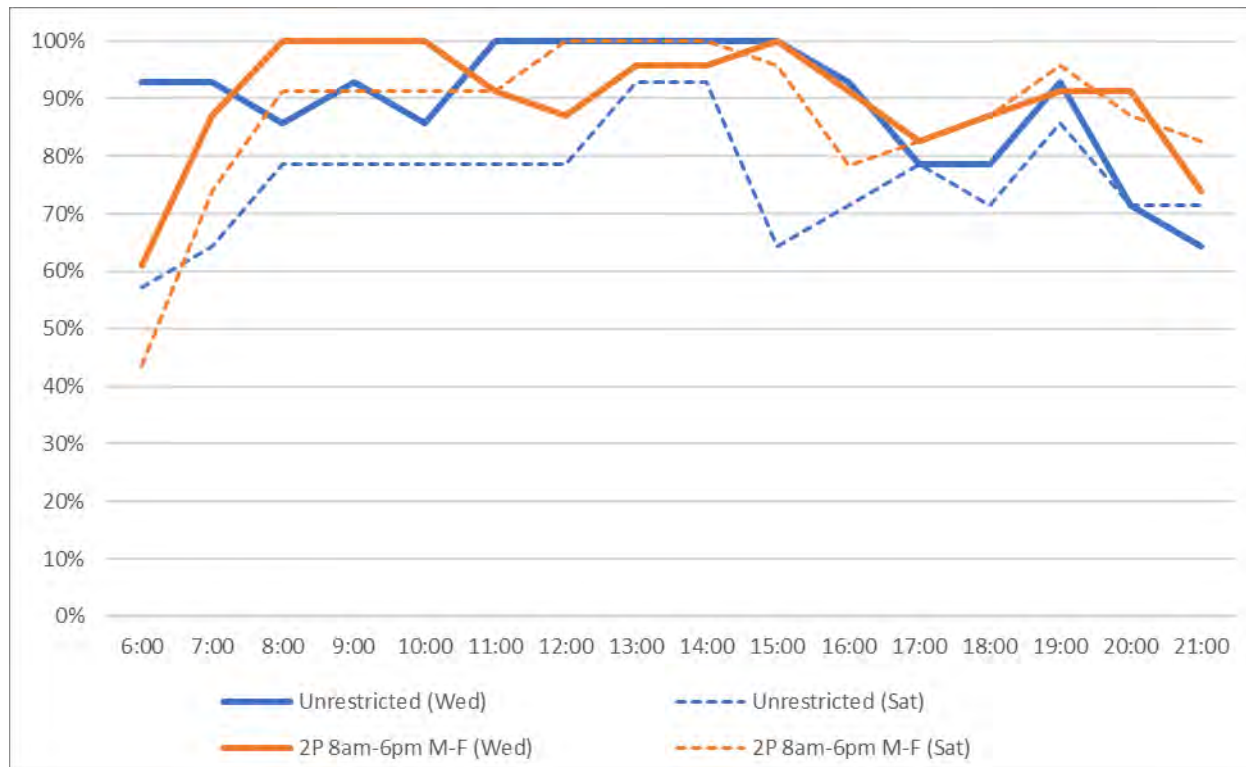


**Figure 3.20: Children's Hospital Emergency Entrance Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

The authorised vehicles only spaces are not to be replaced. No additional provision is made to relocate the existing five spaces of no parking (emergency only), with only two spaces able to be accommodated in the current design. As noted above, the new Westmead Hospital Plaza will result in the emergency function being removed from this entrance and therefore the reduced capacity for emergency only parking is acceptable. The disability parking is to be relocated into the surrounding road network to avoid any net loss of disability parking within the precinct.

### Hainsworth Street and Park Avenue

During construction all parking in Hainsworth Street is removed to construct the roundabout towards the eastern end of the street. In Park Avenue a new bus layover is constructed on the western kerb in existing no parking. Park Avenue is converted to a one-way southbound street, which allows the remaining no parking to be used to relocate the parking removed from Hainsworth Street. It is proposed to relocate the five disabled spaces from the northern kerb of Hainsworth Street to Park Avenue and the remaining two spaces be reallocated as 2-hour parking to match the restriction on Hainsworth Street.



**Figure 3.21: Hainsworth St Unrestricted and 2-Hour Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**



**Figure 3.22: Hainsworth St Disability Parking and Loading Zone Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

**Figure 3.21** and **Figure 3.22** show the occupancy of the parking within Hainsworth Street over the survey period in October. From the consultation workshops held on the 14<sup>th</sup> and 19<sup>th</sup> November with CoPC and HAC it was unclear what the current loading zone is servicing. Anecdotal evidence from site visits indicated that this loading zone is being used as parking and not currently providing a servicing function. CoPC subsequently confirmed this loading zone was installed for the Kids Corner Café. Through consultation the Parramatta Connect communications team confirmed the Kids Corner Café currently pull up on the kerb for deliveries and do not use the loading zone. The existing location cannot be retained and the closest relocation into Park Avenue or Jessie Street would be less likely to be used by the Kids Corner Café. As a result, the loading zone is not proposed to be relocated and will be permanently removed when construction commences.

In the end state the parking changes are the same as the construction stage, however three parking spaces can be provided on the northern kerb of Hainsworth Street. These are to be used to reinstate three of the five existing disability parking spaces located here.

As a result, three of the five disabled parking spaces provided in Park Avenue during construction are to be converted to 2-hour parking. This allows the existing 22 disability parking spaces within the precinct to be maintained during construction and in the end state.

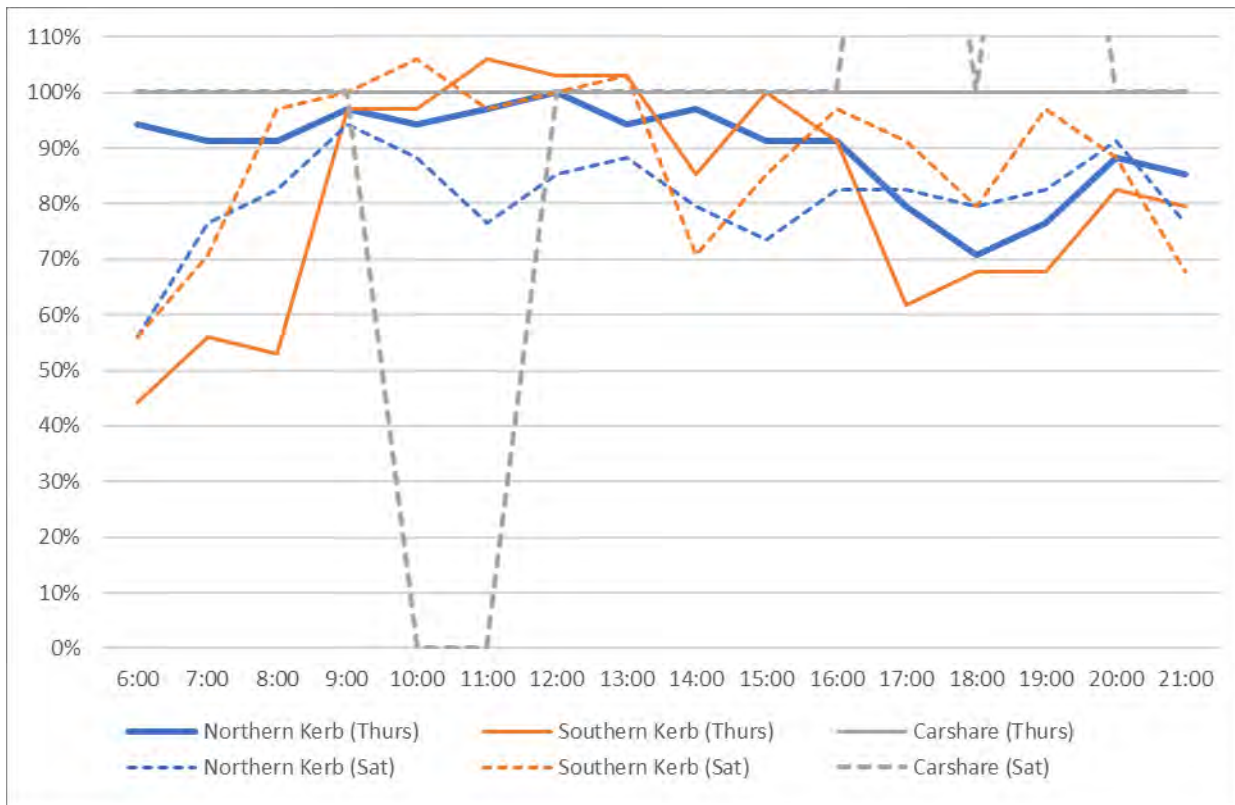
### Jessie Street

The parking within Jessie Street is affected by kerb adjustments, no stopping extents and the relocation of parking removed from Hawkesbury Road, Hainsworth Street and the Children's Hospital emergency entrance.

The parking survey data for Jessie Street was collected prior to the relocation of the disability parking from Hawkesbury Road. The data also incorrectly identified that parking along the northern kerb was made up of one no parking (authorised carshare excepted) and 34 2P 8am-

6pm M-F permit holders excepted spaces. **Figure 3.16** shows the parking restrictions based on a site visit in November 2019. The 2-hour parking on the northern kerb has been installed as part of the Enabling Works to accommodate the loss of 2-hour parking on the southern kerb in Jessie Street and some loss from Hawkesbury Road. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy.

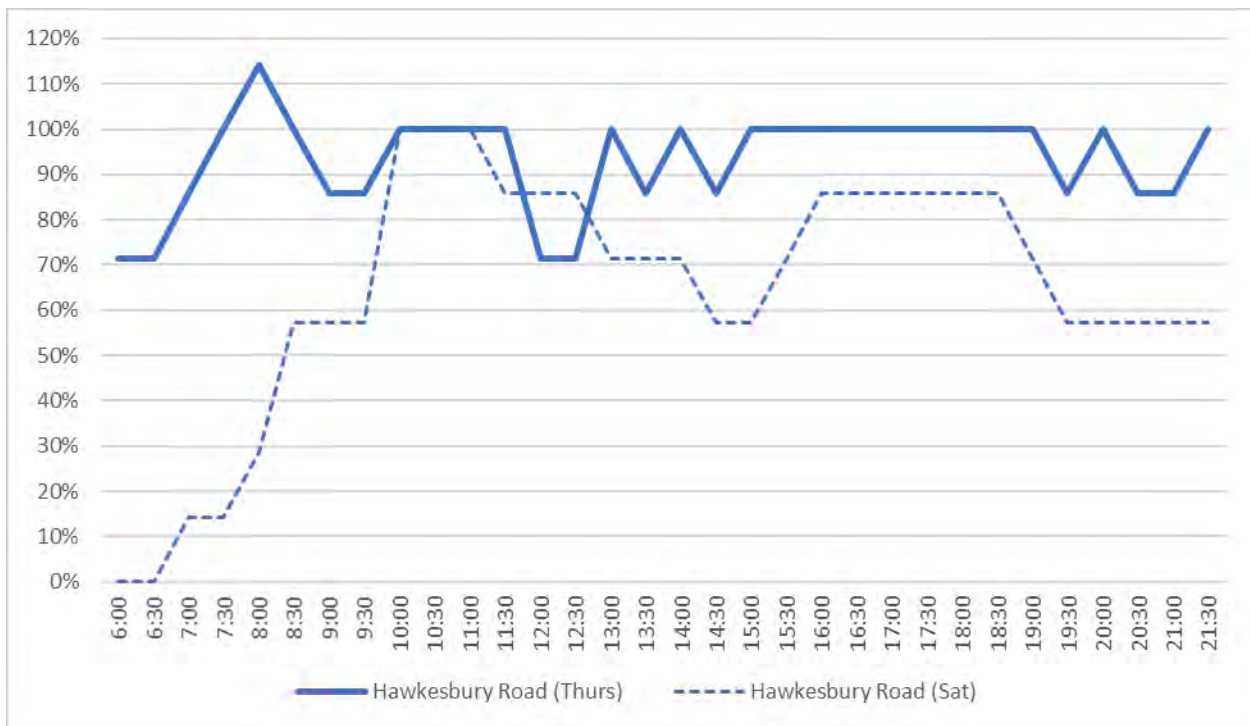
**Figure 3.23** shows the parking occupancy in Jessie Street over the February survey period prior to any relocation of parking from Hawkesbury Road. Where the occupancy exceeds 100% this is a result of illegal parking across driveways being observed.



**Figure 3.23: Jessie St Parking Occupancy (Pre-Enabling Works) – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

**Figure 3.24** shows the parking occupancy of the disability parking from Hawkesbury Road that was relocated into Jessie Street as part of the Enabling Works.





**Figure 3.24: Hawkesbury Rd Disability Parking Occupancy (Pre-Enabling Works) – Thursday 22<sup>nd</sup> & Saturday 24<sup>th</sup> November 2018**

On the southern kerb the disability parking, relocated from Hawkesbury Road, is shifted further east along Jessie Street outside the extent of works to facilitate kerb adjustments during construction. An additional three spaces are to be provided to make up for the loss of disability parking in the Children’s Hospital emergency entrance. In the end state the ten disability spaces are retained from construction and a bus zone is installed to the west of the disability parking. This results in a loss of ten 2-hour parking spaces on the southern kerb during construction and end state.

On the northern kerb the no parking (authorised carshare excepted) is shifted east along Jessie Street outside the extent of works to facilitate kerb adjustments. The affected 2-hour parking is also shifted east to retain the existing 11 spaces. This results in a loss of six unrestricted parking spaces on the northern kerb. The changes made during construction are retained in the end state to provide no stopping opposite the bus zone on the southern kerb, to allow buses to enter and exit the bus stop.

To determine the spare capacity in Jessie Street for resident parking (prior to Enabling Works changes) an average occupancy rate was calculated from four time periods when it is most likely that only residents would be using the parking zones (Thursday at 06:00 and 21:00 and Saturday at 06:00 and 21:00).

**Table 3.9** shows the estimated spare resident capacity in Jessie Street (prior to Enabling Works changes) is approximately 18 spaces. Seven of these 18 spaces were lost when the Hawkesbury Road disability parking was relocated into Jessie Street. As a result, there are approximately 11 spare spaces available for resident parking.



**Table 3.9: Jessie St Spare Resident Parking Capacity (pre-enabling works)**

| Street Name   | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|---------------|--------------------|-----------------------|------------------------------|
| Northern Kerb | 17                 | 34                    | 5                            |
| Southern Kerb | 38                 | 34                    | 13                           |
| <b>TOTAL</b>  |                    |                       | <b>18</b>                    |

The Civil Infrastructure Works reduce the parking within Jessie Street by another 17 spaces. This loss is in excess of the estimated spare capacity of 11 spaces for resident parking. This additional loss in Jessie Street will need to be redistributed, where possible, into the surrounding network.

### 3.1.5.3 Timing of Changes

Construction activities within Hawkesbury Road, and Park Avenue will begin in April 2020. At this time all parking will be removed from Hawkesbury Road and the bus layover and parking relocations in Park Avenue will be implemented. Construction in Hainsworth Street is anticipated to begin in May 2020, following relocations in Park Avenue.

Within the Children’s Hospital emergency entrance, the parking losses, as noted above, will be first removed in May 2020, however will be handed back at times during the construction period. The parking within the entrance will be provided when construction activities do not affect this area. Prior to this, the changes in Jessie Street to retain the existing number of disability parking spaces in the precinct will be constructed in March 2020.

## 3.2 North Parramatta Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the North Parramatta Precinct.

### 3.2.1 Summary of Impacts

Within the North Parramatta Precinct, the main works are along the light rail alignment. The light rail line alignment is generally on-road and travels along Factory Street and Church Street. As a result, all parking along the light rail alignment is removed, with some impacts in adjacent streets due to intersection changes and relocated parking restrictions.

During construction the off-street car park at Fennell Street and Villers Street is to be converted into a construction compound. It is yet to be determined whether the car park is to be reinstated in the end state. As a result, the parking strategy considers that the car park is permanently removed, being the worst-case scenario for parking impacts.

A summary of the existing parking types is shown in **Table 3.10** and is compared against the proposed parking spaces both during construction and in the end state for the North Parramatta Precinct. The parking mitigation measures in North Parramatta are in line with the parking hierarchy and aims to provide accessibility and servicing requirements to match the existing during construction and in the end state as far as practical. In addition to this, the strategy looks to confirm there is enough parking capacity in the surrounding area to accommodate the parking needs of the adjacent landowners.

**Table 3.10: North Parramatta Precinct – Summary of Parking Impacts**

| Parking Restriction                   | No. Spaces |              |            |
|---------------------------------------|------------|--------------|------------|
|                                       | Existing   | Construction | End State  |
| P15 or 1/4P Parking                   | 1          | 1            | 1          |
| 1/2P Parking                          | 6          | 5            | 6          |
| 1-Hour Parking                        | 10         | 9            | 9          |
| 4-Hour Parking                        | 224        | 192          | 209        |
| 10-Hour Parking                       | 11         | 8            | 11         |
| Unrestricted                          | 207        | 36           | 45         |
| Disability Parking                    | 5          | 5            | 5          |
| Motorcycles Only                      | 3          | 3            | 3          |
| Kiss & Ride                           | 0          | 0            | 3          |
| Bus Zone                              | 2          | 0            | 0          |
| Loading Zone                          | 4          | 4            | 4          |
| Mail Zone                             | 1          | 1            | 1          |
| Taxi Zone                             | 0          | 0            | 0          |
| Work Zone                             | 4          | 4            | 0          |
| No Stopping (Taxis Excepted 1 Minute) | 3          | 0            | 0          |
| No Parking - Special Exceptions       | 2          | 1            | 1          |
| <b>Total</b>                          | <b>483</b> | <b>269</b>   | <b>298</b> |

As part of the EIS, Table 6.2 and Table 6.7 of the OTTR indicated that 47 on-corridor spaces and 180 off-corridor spaces are removed by the project. The Enabling Works removed a total of 111 parking spaces from O'Connell Street and Barney Street, refer to **Volume 1.2** of the Project Wide Parking Management Strategy for details. **Table 3.10** indicates a further loss of 185 spaces from the Civil Infrastructure Works. This is 67 spaces above the EIS estimate.

It should be noted that the removal of the Fennell Street car park was not considered in the EIS, and this accounts for 121 of these lost spaces. Not including the Fennell Street car park loss means the total parking loss in the North Parramatta Precinct is 52 spaces below the EIS estimate.

The existing parking spaces are further broken down in the following sections to identify changes within each street during both construction and the end state for the North Parramatta Precinct.

### **3.2.2 Parking Surveys**

Parking occupancy surveys of the North Parramatta Precinct were carried out at different times for the Enabling Works and Civil Infrastructure Works.

The Enabling Works carried out surveys for streets west of Church Street on Thursday 7<sup>th</sup> and Saturday 9<sup>th</sup> February 2019 from 06:00 to 22:00.

The extent of additional survey required for the Civil Infrastructure Works within the North Parramatta Precinct was determined based on the construction activities and end state design condition. The additional survey for the Civil Infrastructure Works was undertaken from 06:00 to 22:00 on Wednesday 16<sup>th</sup> and Saturday 19<sup>th</sup> October 2019. Market Street and Palmer Street were not surveyed initially as part of this additional survey. As a result, these streets were surveyed on the Saturday 2<sup>nd</sup> and Wednesday 6<sup>th</sup> November from 06:00 to 22:00.

Raw data from the survey is attached in **Appendix A**.

### **3.2.3 Cumberland Hospital**

The parking impacts through Cumberland Hospital have been considered as part of the parking management strategy however as a reflection of the changing land use within this precinct in the medium term, the assessment has been less formal than other areas assessed within this strategy. The impacts to parking during construction and in the end state are to be managed through the Parramatta Connect team and HAC, principally through the site specific TMP process.

Parramatta Connect will continue to work with HAC and WLSHD through the fortnightly meetings where parking concerns are raised and discussed. Parramatta Connect will consider the displacement of parking during the development of site specific TMP's, and apply the same hierarchy of parking controls outlined in this Strategy when developing mitigation measures for parking changes. HAC will be included as a reviewer of the site specific TMP's to capture any feedback formally, however it is anticipated that changes proposed within the site specific TMP's will be consulted/ discussed as part of the regular meetings between Parramatta Connect, HAC and WLSHD.

Prior to works within the area (including parking removal) disruption notices will be provided by Parramatta Connect. The first loss of parking in the area is anticipated in mid-February 2020, with all parking within the project boundary expected to be removed in mid-2020.

There is currently a high-degree of informal parking within the precinct. Based on anecdotal evidence there are approximately 130 vehicles parked within the Civil Infrastructure Works

project boundary. This parking is both along kerbs and in informal open areas. It is estimated approximately 50% are legitimate parking spaces and the other 50% is informal parking in open areas.

It is anticipated that the loss of parking within the project boundary will be redistributed into the surrounding campus areas. Aerial imagery shows there are open areas with some parking capacity north of Eastern Circuit and to the west of Greenup Drive (south of the project alignment). It is anticipated that the parking losses from within the project boundary will be absorbed into these areas. The existing parking areas adjacent to the project boundary that are not impacted are expected to be filled on a first come first served basis and parking will continue to filter out into the surrounding area. This may result in increased walking distances of up to 250 metres.

In the future development of the area in the medium and longer term, there is an opportunity for the land owner / future developer to consider and include parking provisions to support the parking needs of the future function of the area.

### 3.2.4 Factory Street, New Street, Fleet Street and Galloway Street

Parking along Factory Street, between New Street and Church Street, is directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking space available. Works within New Street, Fleet Street, Galloway Street are at their intersections with Factory Street to tie in with the light rail alignment.

As part of the Enabling Works parking along O’Connell Street was removed and clearways installed. CoPC expanded the existing catchment of the Residential Parking Scheme to include New Street and the south side of Dunlop Street. This helped to mitigate the removal of 4-hour parking (permit holder excepted) from O’Connell Street associated with the Enabling Works. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works are shown as the existing parking conditions.

**Table 3.11** shows the existing parking spaces within Factory Street, New Street, Fleet Street, Galloway Street and Church Street (between Factory Street and Pennant Hills Road) to identify changes within each street during both construction and the end state.

**Table 3.11: Factory St, New St, Fleet St, Galloway St and Church St – Total Parking Impacts**

| Parking Restriction                      | No. Spaces |              |           |
|------------------------------------------|------------|--------------|-----------|
|                                          | Existing   | Construction | End State |
| <b>Factory Street</b>                    |            |              |           |
| Unrestricted                             | 60         | 23           | 27        |
| Bus Zone                                 | 2          | 0            | 0         |
| Kiss & Ride                              | 0          | 0            | 1         |
| Disability Parking                       | 0          | 1            | 1         |
| <b>Total</b>                             | <b>62</b>  | <b>24</b>    | <b>29</b> |
| <b>New Street and Fleet Street</b>       |            |              |           |
| 4P 8am-6pm M-F (Permit Holders Excepted) | 72         | 58           | 65        |
| Kiss & Ride                              | 0          | 0            | 1         |
| <b>Total</b>                             | <b>72</b>  | <b>58</b>    | <b>66</b> |
| <b>Galloway Street</b>                   |            |              |           |

| Parking Restriction                                                  | No. Spaces |              |           |
|----------------------------------------------------------------------|------------|--------------|-----------|
|                                                                      | Existing   | Construction | End State |
| 4P 8am-6pm M-F (Permit Holders Excepted)                             | 71         | 67           | 69        |
| <b>Total</b>                                                         | <b>71</b>  | <b>67</b>    | <b>69</b> |
| <b>Church Street (between Factory Street and Pennant Hills Road)</b> |            |              |           |
| Restricted Parking (Bays Only)                                       | 9          | 0            | 0         |
| Disability Parking                                                   | 1          | 0            | 0         |
| <b>Total</b>                                                         | <b>10</b>  | <b>0</b>     | <b>0</b>  |

### 3.2.4.1 Existing Condition

The existing parking restrictions along Factory Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.25**. The parking capacity along each restriction is shown by a number adjacent to the restriction.

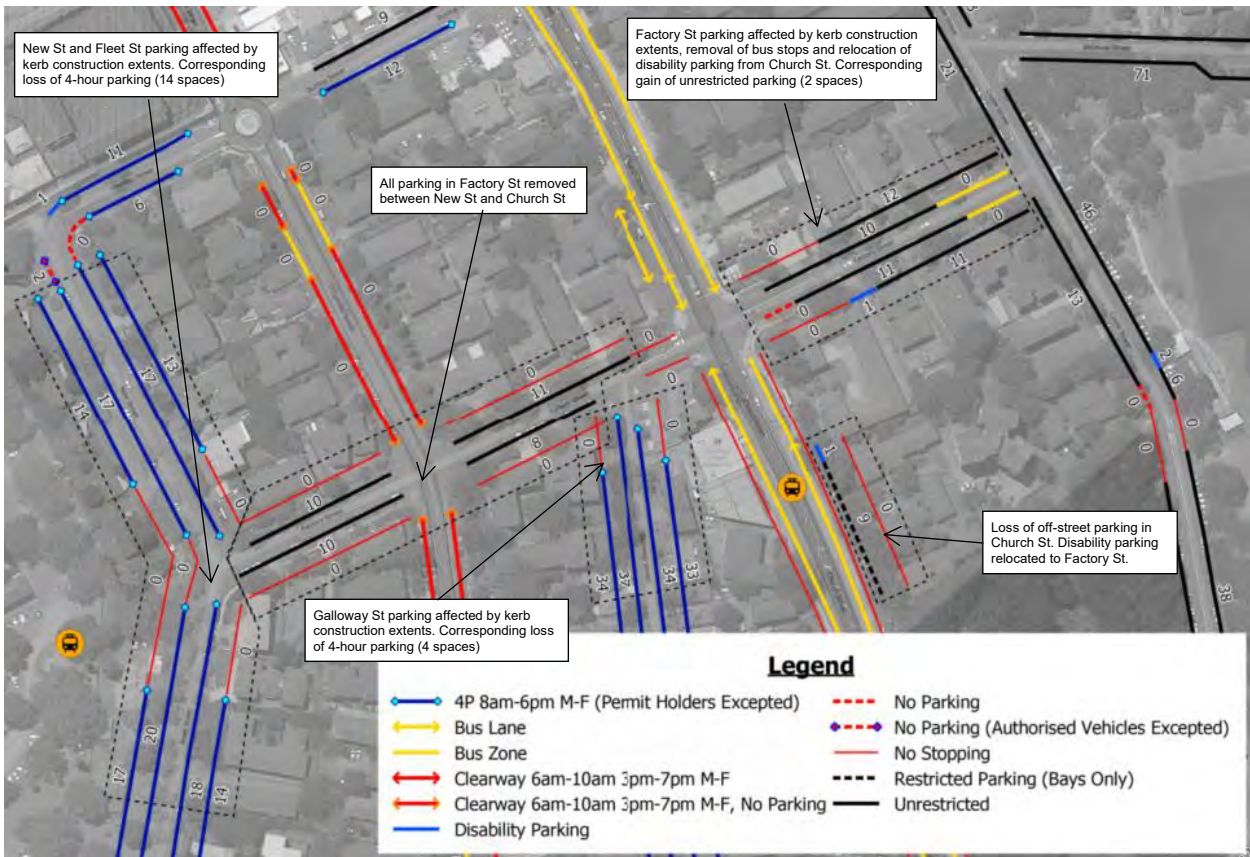


**Figure 3.25: Factory St – Existing Parking Conditions**

### 3.2.4.2 Impacts and Mitigation

**Figure 3.26** and **Figure 3.27** show the parking conditions in Factory Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.26: Factory St – Construction Parking Conditions**



**Figure 3.27: Factory St – End State Parking Conditions**

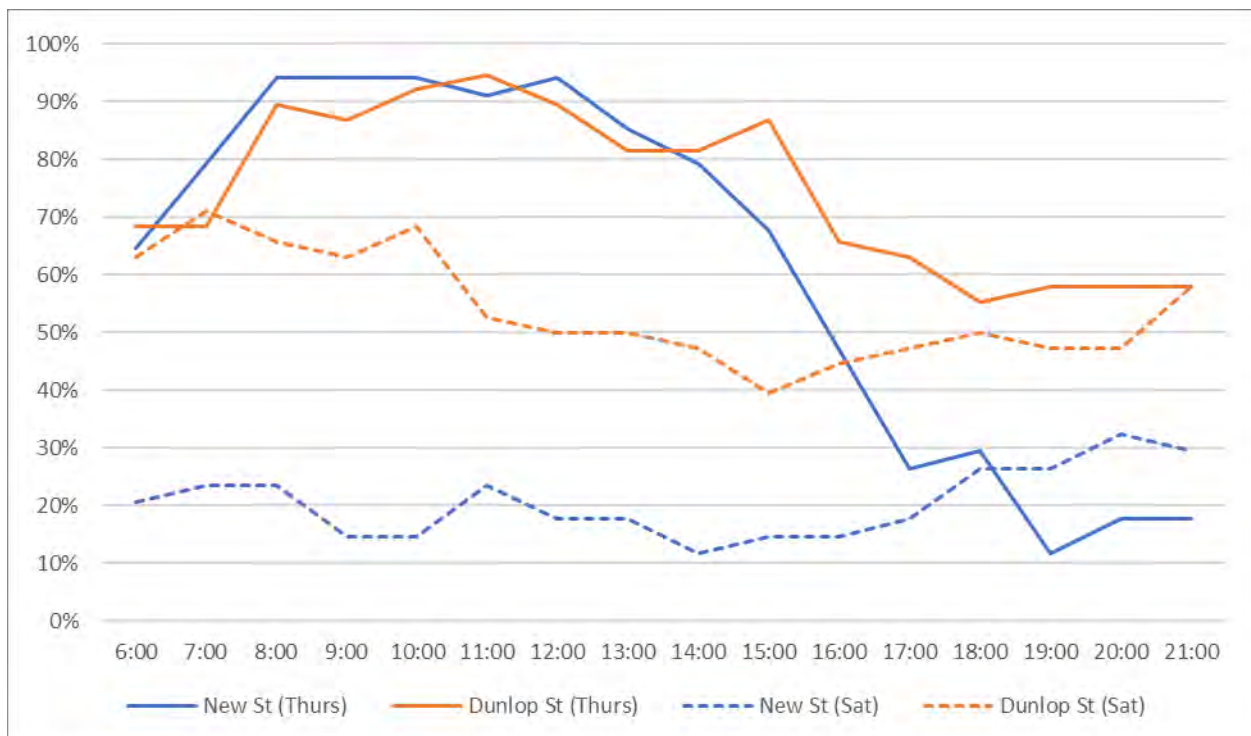
### Factory Street (west of Church Street)

The existing 39 unrestricted parking spaces on Factory Street are to be removed during both construction and end state to facilitate the light rail alignment. **Volume 1.2** of the Project Wide Parking Management Strategy identified that this loss of parking in Factory Street can be accommodated into the surrounding streets. This is on top of the parking losses as a result of the Enabling Works.

In summary, **Volume 1.2** of the Project Wide Parking Management Strategy identified that in the streets surrounding O’Connell Street there is approximately 64 unrestricted and 37 4-hour parking spaces available at times when residents would be expected to use these spaces. The parking loss required to accommodate the loss of parking on O’Connell Street and Barney Street is 22 unrestricted and 26 4-hour parking spaces.

The analysis indicated that the current utilisation of the 39 unrestricted spaces in Factory Street by residents is approximately 28 spaces. Adding these two requirements together requires 50 unrestricted spaces and 26 4-hour parking spaces. This can be accommodated into the available spare capacity in the streets surrounding O’Connell Street, leaving excess spare capacity of another 14 unrestricted and 11 4-hour parking spaces.

The unrestricted parking in New Street and Dunlop Street was not considered as part of the spare capacity as at the time it was planned to be converted to 4-hour parking. This conversation has now been carried out and creates an additional 63 4-hour parking spaces in the area. **Figure 3.28** shows the utilisation of the unrestricted parking in New Street and Dunlop Street over the February survey period prior to its conversion to 4-hour parking.



**Figure 3.28: New St and Dunlop St Unrestricted Parking Occupancy (Pre-Enabling Works) – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

To determine the current utilisation of these streets by residents an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00 and Saturday at 06:00 and 21:00). The results of this are presented in **Table 3.12** and indicates the current residential parking requirement is 35 spaces.



**Table 3.12: New St and Dunlop St Resident Parking Utilisation**

| Street Name   | Average Occupancy (%) | Parking Zone Capacity | Residential Parking Requirement |
|---------------|-----------------------|-----------------------|---------------------------------|
| New Street    | 33                    | 34                    | 11                              |
| Dunlop Street | 62                    | 38                    | 24                              |
| <b>TOTAL</b>  |                       |                       | <b>35</b>                       |

Therefore, of the 63 additional 4-hour parking spaces created for the expanded residential parking scheme only 28 would be considered as spare capacity. This results in an overall surplus of residential parking around Factory Street of 14 unrestricted spaces and 39 4-hour parking spaces.

#### *New Street, Fleet Street and Galloway Street*

The impacts to parking in New Street, Fleet Street and Galloway Street are limited to their intersection with Factory Street.

During construction the worst-case scenario of all parking within the project boundary being removed to facilitate construction and kerb adjustments, results in the loss of 18 4-hour parking spaces. As indicated above there is already 39 spare 4-hour parking spaces in the area to accommodate this change.

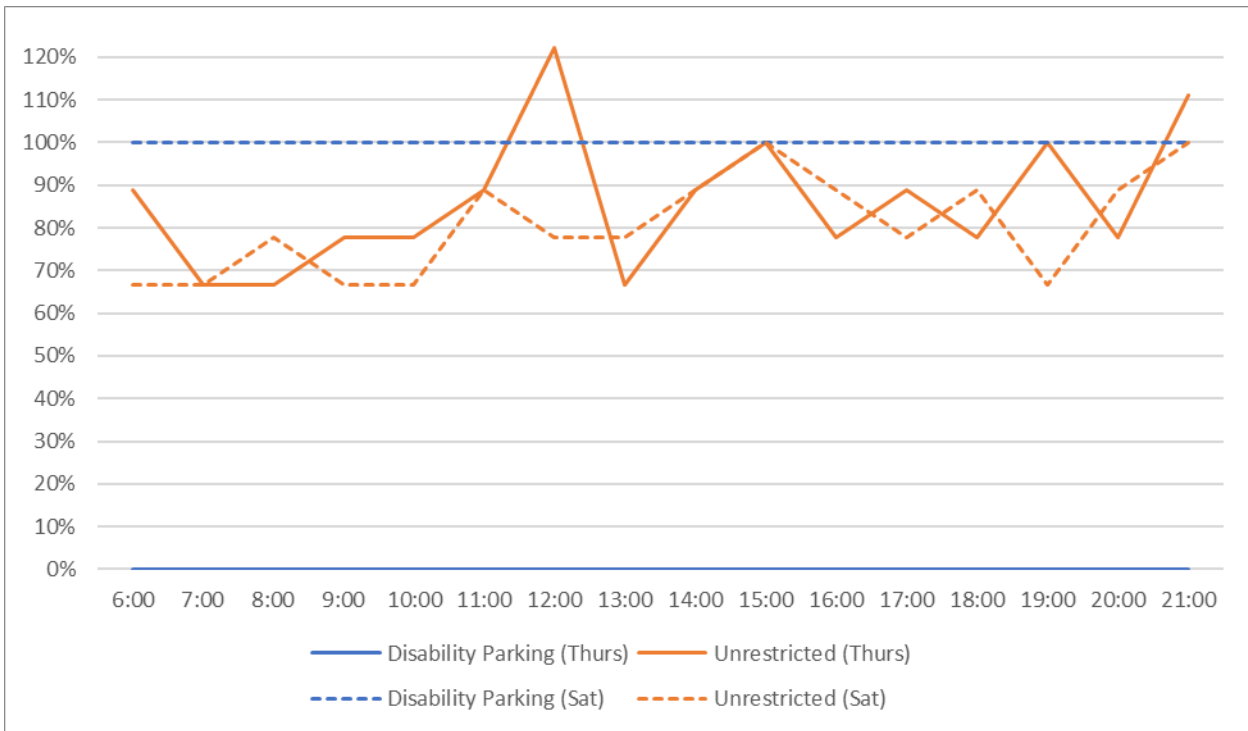
In the end state the no stopping extents for intersections require some losses of 4-hour parking, however this is to a lesser extent than the construction state. In addition to the no stopping extents a Kiss & Ride facility is provided in New Street for access to the Cumberland Hospital light rail stop. In the end state the loss of 4-hour parking is nine spaces, which can be accommodated in the surrounding area.

#### *Church Street (between Factory Street and Pennant Hills Road)*

There is limited parking on Church Street between Factory Street and Pennant Hills Road with 24-hour bus lanes in both directions. The existing bus stops are removed and converted to no stopping in both the construction period and the end state. There is an off-street parking bay, south of Factory Street, behind the footpath on the eastern kerb that currently sits within the designated road reserve.

This off-street parking bay is located within the project boundary and as a result during construction and in the end state this area of parking is to be removed. The nine unrestricted parking spaces are not proposed to be replaced and will need to be accommodated into the surrounding streets. The disability parking space is to be relocated into Factory Street within existing unrestricted parking.

The existing parking occupancy over the survey period in February of this off-street parking is shown in **Figure 3.29**. Where the occupancy exceeds 100%, illegal parking outside the marked bays was observed during the survey period. The average weekday and weekend occupancies are 86 and 81 percent, indicating a high usage with a need to be redistributed into surrounding streets.



**Figure 3.29: Church St Off-Street Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

**Factory Street (east of Church Street)**

Within Factory Street, east of Church Street, the loss of parking is restricted towards the intersection with Church Street. During construction these losses are associated with kerb adjustments within the project boundary and relocation of the disability parking from Church Street. In the end state the losses are a result of the no stopping extents, relocation of disability parking and installation of a new kiss & ride for the Factory Street light rail stop.

At the eastern end of Factory Street, near its intersection with Castle Street, the two existing bus stops are removed as per the Project’s Scope and Performance Requirements. The bus stops are to be replaced with unrestricted parking to accommodate some of the loss of unrestricted from further west on Factory Street and from Church Street.

**Figure 3.30** shows the existing parking occupancy within Factory Street, east of Church Street, over the survey period in February.

To determine the spare capacity in Factory Street for resident parking an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00 and Saturday at 06:00 and 21:00).

**Table 3.13: Factory St Spare Resident Parking Capacity**

| Street Name  | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|--------------|--------------------|-----------------------|------------------------------|
| Unrestricted | 25                 | 21                    | 5                            |
| <b>TOTAL</b> |                    |                       | <b>5</b>                     |

**Table 3.13** shows the estimated spare resident capacity in Factory Street is approximately five spaces. This combined with the additional eight unrestricted spaces created from the removal of the bus zones results in a spare capacity of 13 spaces.



**Figure 3.30: Factory St Unrestricted Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

The spare capacity of 13 spaces will be reduced to 11 spaces with the installation of the kiss & ride in the end state and the relocation of the disability parking space from Church Street. This indicates that the nine unrestricted parking spaces lost from Church Street can also be accommodated into Factory Street.

**3.2.4.3 Timing of Changes**

Construction of the light rail infrastructure in Factory Street and Church Street is anticipated to begin in June 2020. At this time all parking will be permanently removed from Factory Street between New Street and Church Street. Construction losses in New Street and Fleet Street are also anticipated at this time with Galloway Street planned for July 2020.

The off-street parking on Church Street south of Factory Street is proposed to be removed in July 2020 and the disability parking space relocated into Factory Street at this time. The removal of bus stops in Factory Street is anticipated July 2020.

The kiss and rides in New Street and Factory Street are to be installed around the time of light rail opening in 2023.

### 3.2.5 Church Street (Pennant Hills Road to Fennell Street)

Parking restrictions along Church Street, between Pennant Hills Road and Fennell Street, are directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking space available. Works within Pennant Hills Road, Albert Street, Harold Street and Fennell Street are at their intersections with Church Street to tie in with the light rail alignment.

The existing Fennell Street car park is to be converted to a construction compound for the duration of construction. It is currently not known what the future use of this land will be in the end state. This strategy currently assumes that the car park is not reinstated as a worst-case scenario.

**Table 3.14** shows the existing parking spaces within Harold Street and Fennell Street to identify changes within each street during both construction and the end state. There are no parking losses in Pennant Hills Road or Albert Street and therefore they have not been shown in the table.

**Table 3.14: Harold St and Fennell St – Total Parking Impacts**

| Parking Restriction                                                 | No. Spaces |              |           |
|---------------------------------------------------------------------|------------|--------------|-----------|
|                                                                     | Existing   | Construction | End State |
| <b>Harold Street</b>                                                |            |              |           |
| Unrestricted                                                        | 18         | 13           | 18        |
| 1/2P 8am-6pm M-F                                                    | 6          | 5            | 6         |
| No Parking 8:30am-6pm M-F                                           | 1          | 0            | 0         |
| No Parking (Authorised Carshare Excepted)                           | 1          | 1            | 1         |
| Kiss & Ride                                                         | 0          | 0            | 1         |
| <b>Total</b>                                                        | <b>26</b>  | <b>19</b>    | <b>26</b> |
| <b>Fennell Street</b>                                               |            |              |           |
| Fennell Street Car Park - Unrestricted                              | 120        | 0            | 0         |
| Fennell Street Car Park - Disability Parking                        | 1          | 0            | 0         |
| Disability Parking                                                  | 0          | 1            | 1         |
| 4P 8am-6pm M-S (Permit Holders Excepted)                            | 12         | 9            | 11        |
| 4P 8am-6pm M-S (1/4P Free with Ticket)                              | 6          | 4            | 5         |
| 4P 8am-6pm M-S (1/4P Free with Ticket)<br>(Permit Holders Excepted) | 7          | 7            | 7         |
| 10P 8am-6pm M-S (1/4P Free with Ticket)                             | 5          | 2            | 5         |
| 10P 8am-6pm M-S (Permit Holders Excepted)                           | 6          | 6            | 6         |
| Loading Zone                                                        | 1          | 1            | 1         |
| <b>Total</b>                                                        | <b>158</b> | <b>30</b>    | <b>36</b> |

#### 3.2.5.1 Existing Condition

The existing parking restrictions along Church Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.31**. The parking capacity along each restriction is shown by a number adjacent to the restriction.

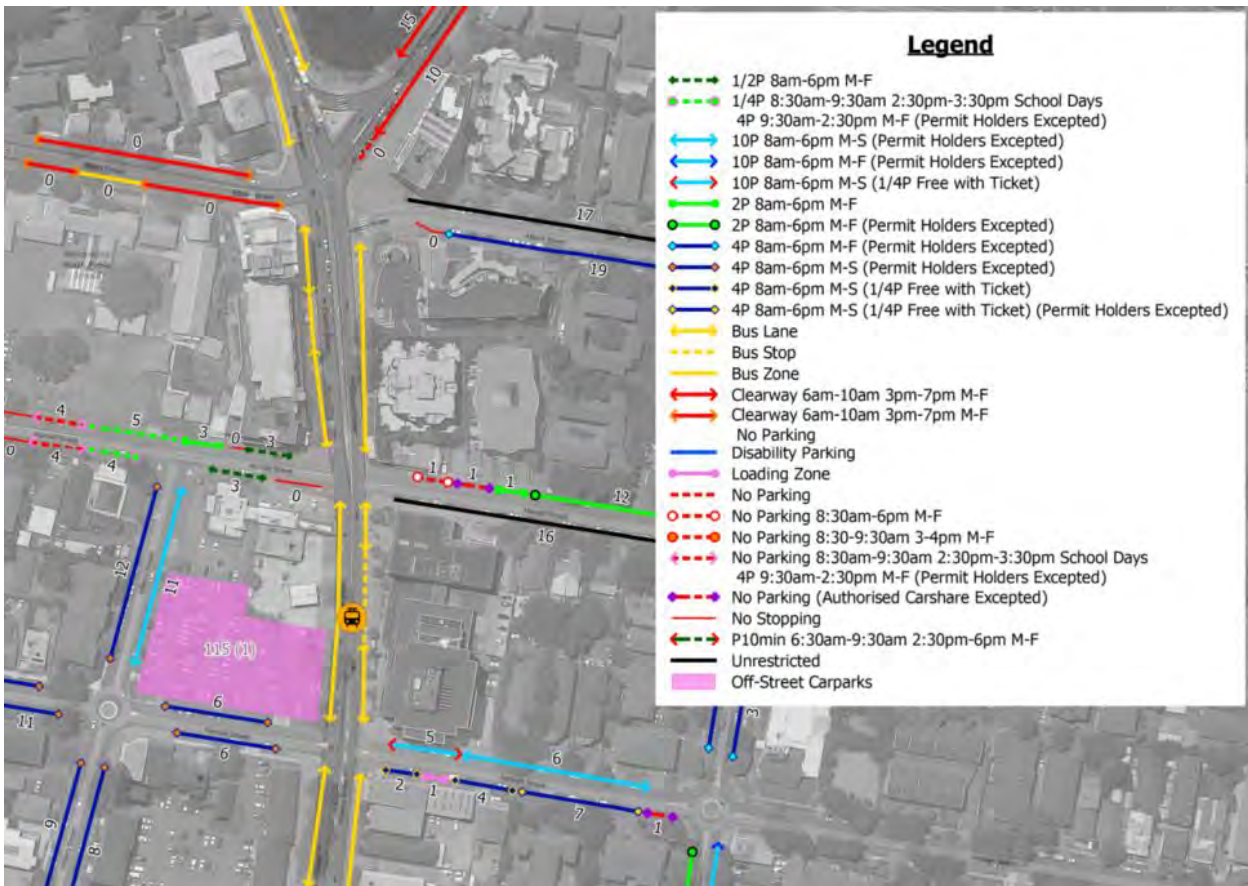
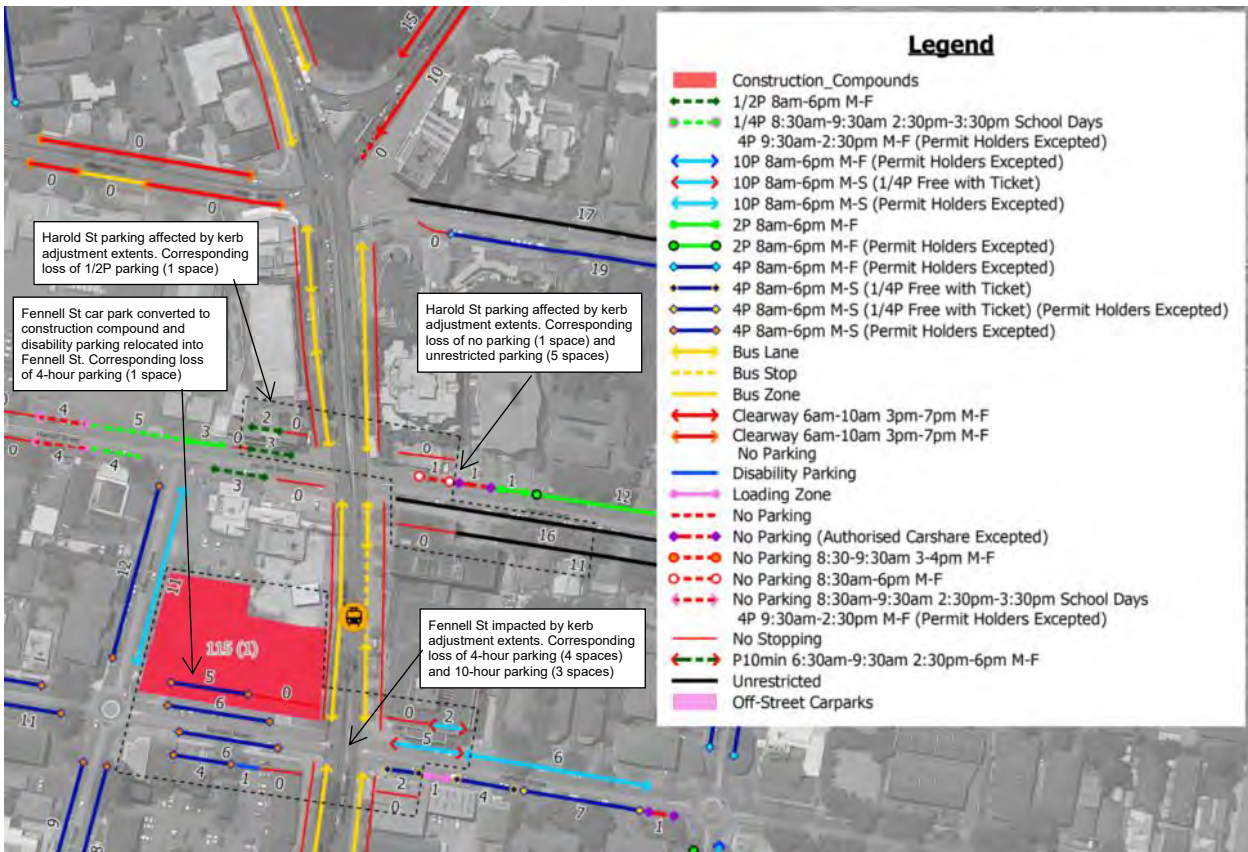


Figure 3.31: Church St (Pennant Hills Rd to Fennell St) – Existing Parking Conditions

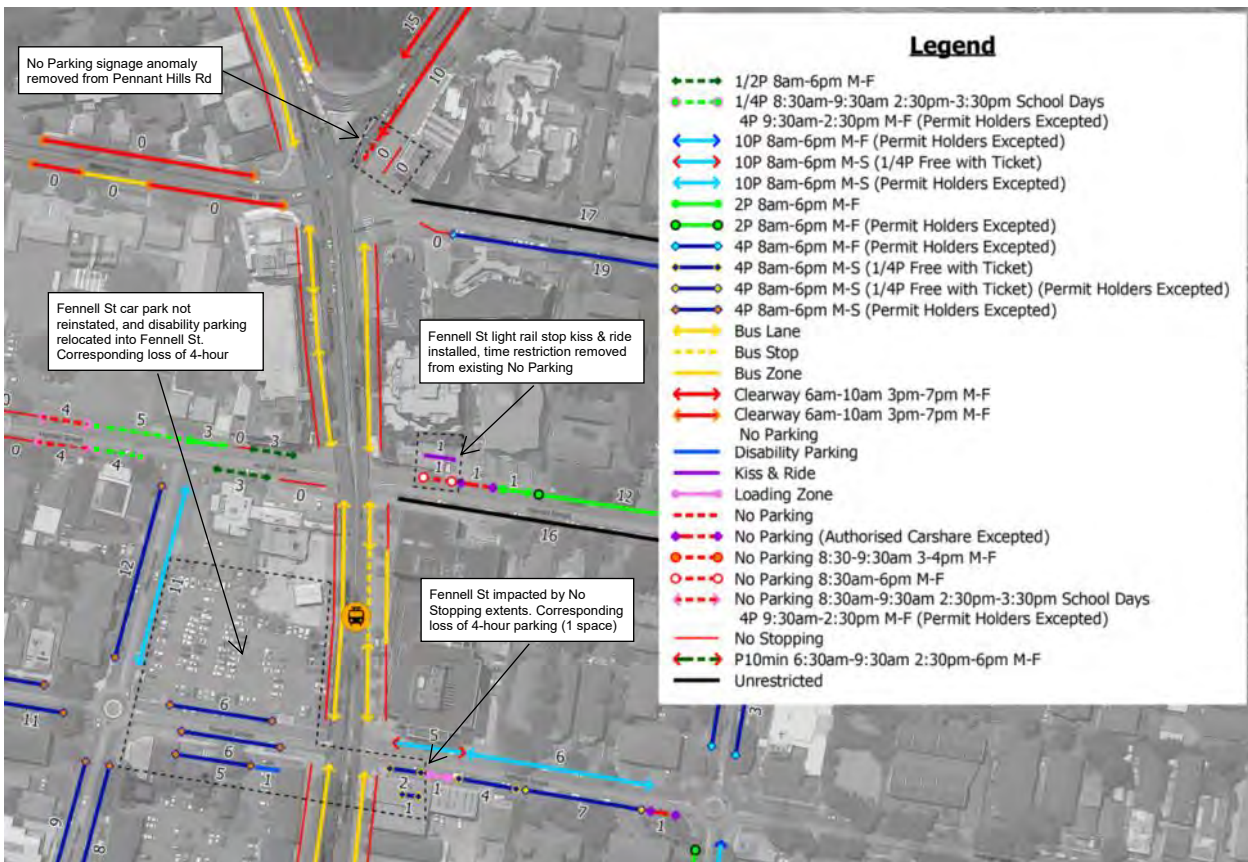
### 3.2.5.2 Impacts and Mitigation

Figure 3.32 and Figure 3.33 show the parking conditions in and around Church Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.32: Church St (Pennant Hills Rd to Fennell St) – Construction Parking Conditions**



**Figure 3.33: Church St (Pennant Hills Rd to Fennell St) – End State Parking Conditions**

### Church Street (Pennant Hills Road to Fennell Street)

There is no parking on Church Street between Pennant Hills Road and Fennell Street with 24-hour bus lanes in both directions. The existing bus stops are removed during construction. In the end state the southbound bus stop after Harold Street is reinstated for drop-off only.

### Pennant Hills Road and Albert Street

In Pennant Hills Road and Albert Street there are existing clearways on the approaches to the Church Street intersection. The parking in the Albert Street east of Church Street is outside the project boundary. As a result, there is limited parking impacts during construction and the end state in these streets.

During the data survey validation, a no parking anomaly on Pennant Hills Road was identified on the southern kerb just east of Church Street. It is proposed to remove this area of no parking and replace it with no stopping in the end state design to meet the statutory requirements on the approach to traffic signals. It has been recommended to CoPC that a further review of Pennant Hills Road and Albert Street is undertaken to provide correct kerbside restrictions / clearway signage.

### Harold Street

The parking impacts in Harold Street are limited to its intersection with Church Street to tie into the light rail alignment changes. During construction a worst-case scenario has been considered where all parking within the project boundary is lost to facilitate construction activities and kerb adjustments. This results in the loss of one 1/2-hour parking space west of Church Street and the loss of five unrestricted spaces and one no parking space east of Church Street.

In the end state the 1/2-hour and unrestricted parking losses would be reinstated. The no parking 8:30am-6pm M-F has the time restriction removed and becomes no parking at all times. This space is to be designated as a kiss & ride space for the Fennell Street light rail stop.

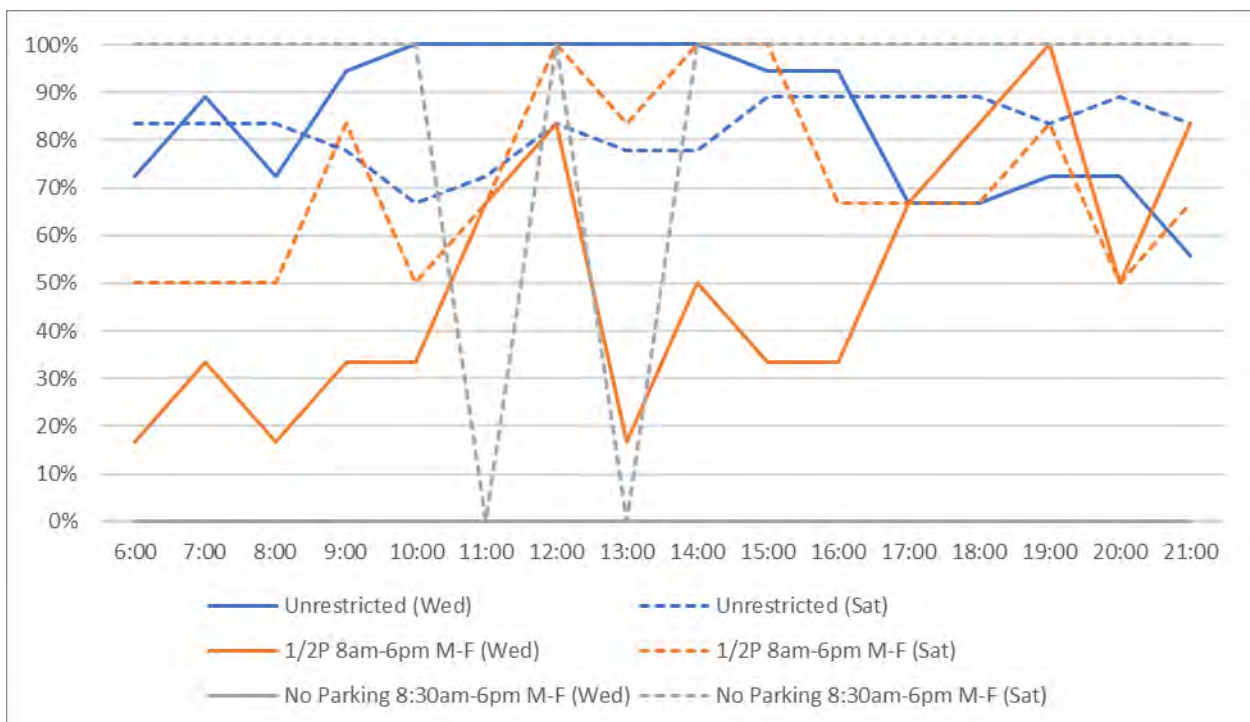


Figure 3.34: Harold St Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019



**Figure 3.34** shows the parking occupancy of these affected restrictions in Harold Street over the October survey period. The utilisation of the 1/2-hour parking averages 63% between the hours of 09:00 and 17:00 when this space is expected to be used for nearby businesses. The temporary loss of one space may require users of this space to use the adjacent parking restrictions in Harold Street and Villers Street.

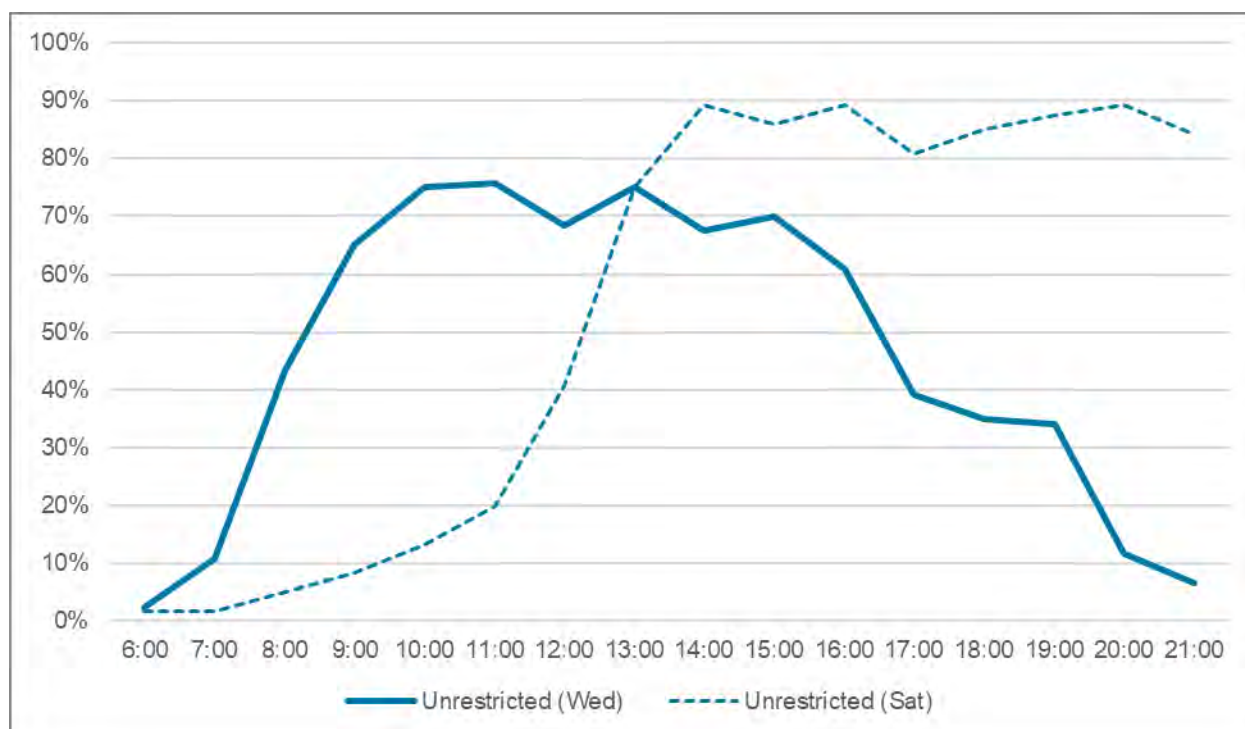
To determine the spare capacity in Harold Street for resident parking an average occupancy rate was calculated from four time periods when it is most likely that only residents would be using the parking zones **Table 3.15** shows the spare resident parking capacity is four spaces. The temporary loss of five unrestricted spaces during construction can mostly be accommodated within Harold Street, the surplus will need to redistribute into Albert Street and Sorrell Street creating additional walking distances up to 250 metres.

**Table 3.15: Harold St Spare Resident Parking Capacity**

| Street Name  | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|--------------|--------------------|-----------------------|------------------------------|
| Unrestricted | 25                 | 18                    | 4                            |
| <b>TOTAL</b> |                    |                       | <b>4</b>                     |

### Fennell Street Car Park

The Fennell Street car park provides 120 unrestricted parking spaces and one disability parking space. The car park is ticketed between 8am-6pm M-S and unrestricted on Sundays. **Figure 3.35** shows the current occupancy of the car park over the October survey period. On both the Wednesday and Saturday no occupancy of the disability parking was observed and has therefore not been shown.



**Figure 3.35: Fennell St Car Park Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

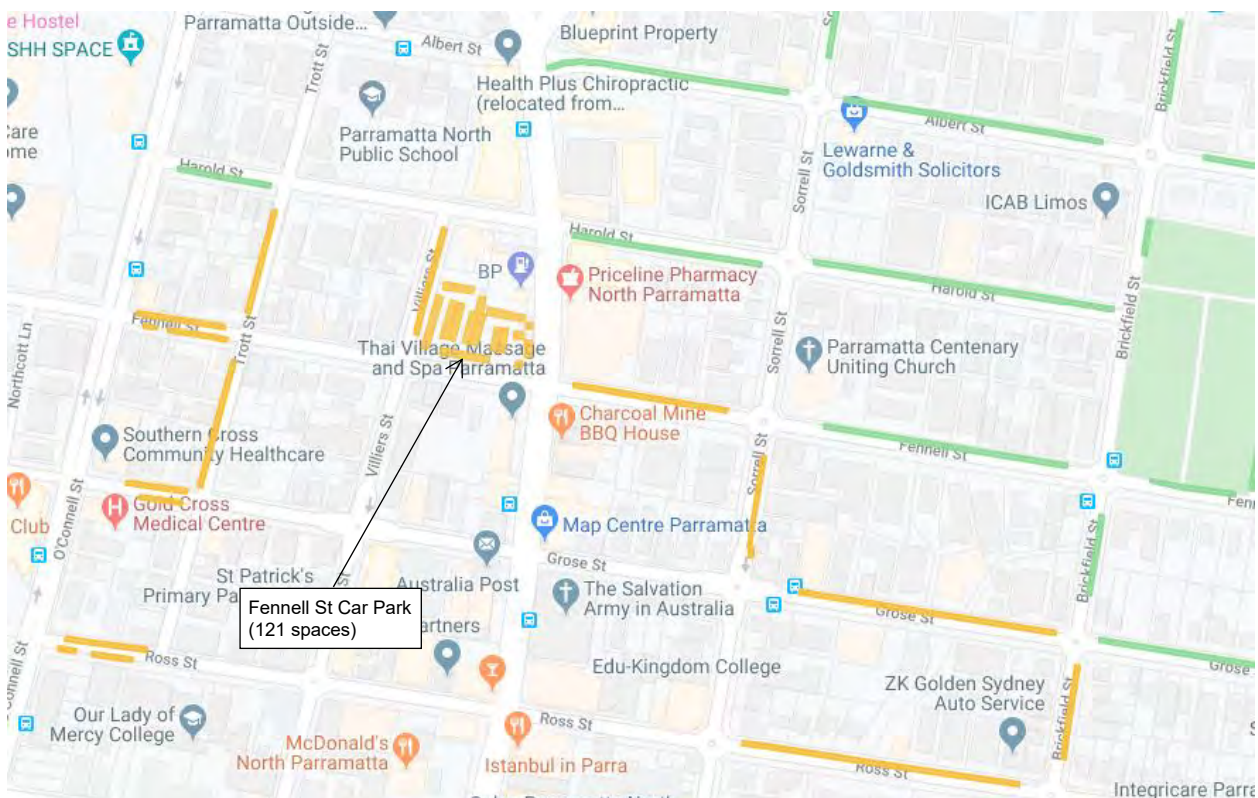
At the time the survey was conducted Parramatta Connect had 40 parking spaces allocated for Parramatta Light Rail project use. At the time 34 spaces were being occupied by Parramatta

Connect. Taking this into account, results in the maximum weekday utilisation being reduced by approximately 30% down to 46% utilisation by the public.

During construction the car park is to be used as a construction compound area. In the end state design, it is unclear what the future use of this land is. For the purposes of the strategy the worst-case scenario has been considered and it is assumed the car park is not reinstated following construction. The existing disability parking space is to be relocated into Fennell Street on the southern kerb near Church Street. This location will provide a similar level of accessibility for the area.

It was recognised in the consultation workshop on 18<sup>th</sup> November 2019 that there is limited opportunity around the car park and to the west of Church Street to mitigate the loss of the 10-hour ticketed parking. CoPC agreed to review parking opportunities to the east of Church Street and will consider extending its 10-hour paid parking in this area to mitigate the loss of the Fennell Street car park.

**Figure 3.36** shows the existing 10-hour parking opportunities around the Fennell Street car park. The yellow lines indicate paid-parking and green lines indicate free-parking. The extension of the 10-hour paid parking in the area is to be completed by CoPC outside of this Parking Management Strategy.

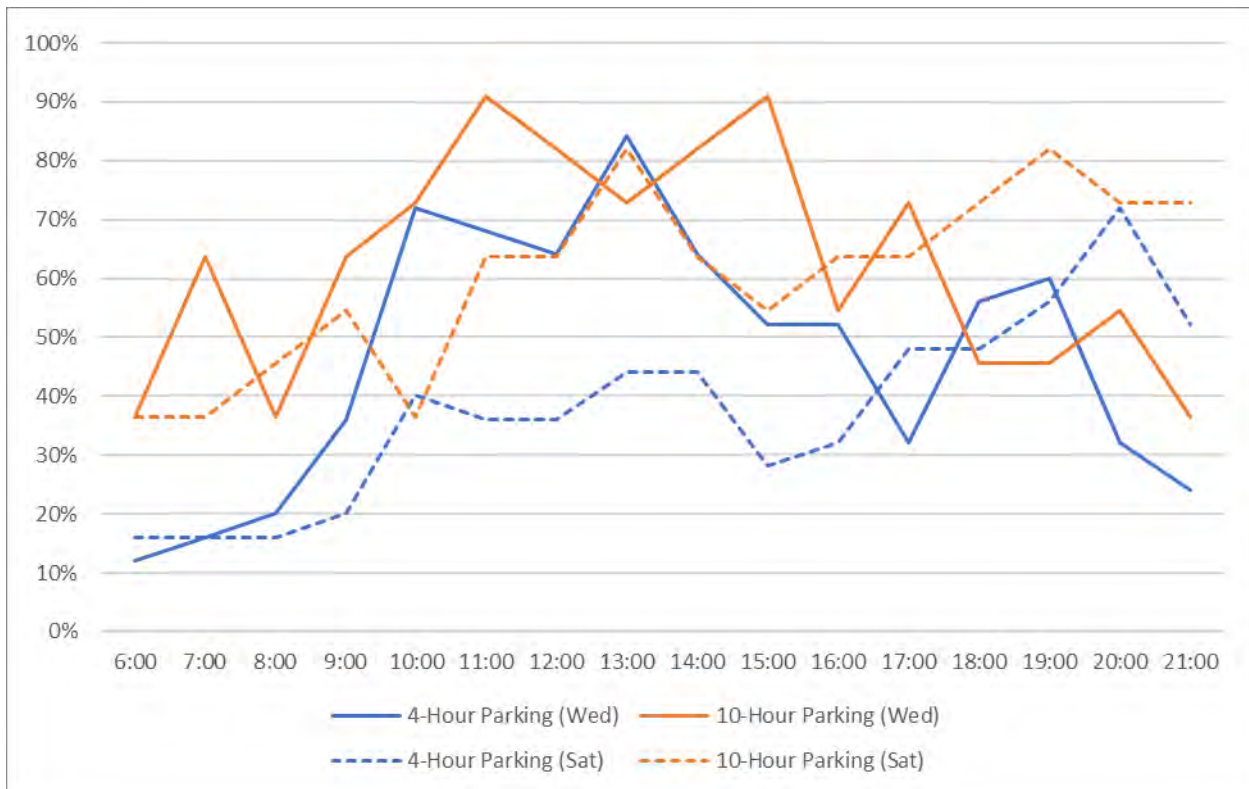


**Figure 3.36: 10-Hour Parking Opportunities around Fennell St Car Park**  
(Source: <https://parramatta.spotparking.com.au/parking-finder#> November 2019)

The other opportunity for long-term parking is the multi-level car parks within Parramatta CBD. **Section 3.3.3** indicates the available spare capacity in these car parks is around 1400 spaces. The closest of these car parks is 900 metres away, which may limit the practical usability of these spaces for some existing Fennell Street car park users, particularly where their destination is north of the Fennell Street car park.

### Fennell Street

The parking impacts in Fennell Street are limited to its intersection with Church Street to tie into the light rail alignment changes and accommodate the relocation of the disability parking from Fennell Street car park. During construction a worst-case scenario has been considered where all parking within the project boundary is lost to facilitate construction activities and kerb adjustments. This results in the loss of three 4-hour parking spaces west of Church Street and the loss of two 4-hour and three 10-hour parking spaces east of Church Street. **Figure 3.37** shows the existing utilisation of the parking in Fennell Street over the survey period.



**Figure 3.37: Fennell St Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

In the end state most of the parking is reinstated, with a loss of two 4-hour parking spaces as a result of kerb adjustments, installation of pedestrian crossings and relocation of the disability parking from the Fennell Street car park.

To determine the spare parking capacity in the area several surrounding streets with 4-hour and 10-hour parking restrictions were analysed. These included;

- Villers Street
- Fennell Street
- Grose Street
- Ross Street
- Sorrell Street

between Harold Street in the north, Ross Street in the south, O’Connell Street in the west and Sorrell Street in the east.

The maximum parking occupancy observed during the survey period was considered to determine the minimum available spare parking capacity. This was applied to both the 4-hour parking and 10-hour parking restrictions in the area. The results of this are shown in **Table 3.16**

and **Table 3.17**. Illegal parking was observed within the 10-hour parking on Grose Street and Ross Street which results in a negative value for spare capacity.

**Table 3.16: Fennell St Surrounding Area Spare 4-Hour Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Villers Street | 7                  | 45                    | 3                            |
| Fennell Street | 27                 | 44                    | 12                           |
| Grose Street   | 5                  | 41                    | 2                            |
| Ross Street    | 5                  | 37                    | 2                            |
| Sorrell Street | 11                 | 44                    | 5                            |
| <b>TOTAL</b>   |                    |                       | <b>24</b>                    |

**Table 3.17: Fennell St Surrounding Area Spare 10-Hour Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Villers Street | 45                 | 11                    | 5                            |
| Fennell Street | 7                  | 27                    | 2                            |
| Grose Street   | -20                | 5                     | -1                           |
| Ross Street    | -8                 | 13                    | -1                           |
| Sorrell Street | 0                  | 9                     | 0                            |
| <b>TOTAL</b>   |                    |                       | <b>5</b>                     |

The results indicate there is spare capacity in the surrounding area to accommodate a minimum of 24 4-hour parking spaces and five 10-hour parking spaces. This exceeds to loss of five 4-hour parking spaces and three 10-hour parking spaces during construction and the loss of two 4-hour parking spaces in the end state.

### 3.2.5.3 Timing of Changes

Construction of the light rail infrastructure in Church Street between Pennant Hills Road and Fennell Street is anticipated to begin in July 2020. At this time all parking will be permanently removed from Church Street. Construction losses in Harold Street and Fennell Street are also anticipated around this time.

The Fennell Street car park is to be converted to a construction compound on 20 January 2020. From this date all parking will be permanently removed from Fennell Street car park. It was agreed at the workshop that CoPC would look to extend their 10-hour parking within the surrounding network to mitigate the loss of the car park. It was noted that as a result of consultation timeframes any changes arising in the surrounding area to offset these changes would be implemented after the removal of the Fennell Street car park. CoPC accepted that there would be a period where no mitigations will be in place. The only mitigation will be to provide information regarding the closure and to direct people to parking information available on the CoPC website.

### 3.2.6 Church Street (Fennell Street to Victoria Road)

Parking restrictions along Church Street, between Fennell Street and Victoria Road, are directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking space available. Works within Grose Street and Ross Street are at their intersections with Church Street to tie in with the light rail alignment.

**Table 3.18** shows the existing parking spaces within Grose Street and Ross Street to identify changes within each street during both construction and the end state.

**Table 3.18: Grose St and Ross St – Total Parking Impacts**

| Parking Restriction                                                 | No. Spaces |              |           |
|---------------------------------------------------------------------|------------|--------------|-----------|
|                                                                     | Existing   | Construction | End State |
| <b>Grose Street</b>                                                 |            |              |           |
| 1P 8am-6pm M-S                                                      | 10         | 9            | 9         |
| No Stopping (Taxis Excepted 1 Minute)                               | 3          | 0            | 0         |
| Disability Parking                                                  | 2          | 2            | 2         |
| 1/4P 8am-6pm M-S                                                    | 1          | 1            | 1         |
| Mail Zone                                                           | 1          | 1            | 1         |
| Loading Zone                                                        | 1          | 1            | 1         |
| 4P 8am-6pm M-S (1/4P Free with Ticket)                              | 1          | 1            | 1         |
| 4P 8am-6pm M-S (1/4P Free with Ticket)<br>(Permit Holders Excepted) | 18         | 18           | 18        |
| <b>Total</b>                                                        | <b>37</b>  | <b>33</b>    | <b>33</b> |
| <b>Ross Street</b>                                                  |            |              |           |
| 4P 8am-6pm M-S (Permit Holders Excepted)                            | 37         | 28           | 33        |
| Disability Parking                                                  | 1          | 1            | 1         |
| Loading Zone 8am-6pm M-S                                            | 2          | 2            | 2         |
| Work Zone 8am-6pm M-S                                               | 4          | 4            | 0         |
| Motorcycles Only                                                    | 3          | 3            | 3         |
| <b>Total</b>                                                        | <b>47</b>  | <b>38</b>    | <b>39</b> |

#### 3.2.6.1 Existing Condition

The existing parking restrictions along Church Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.38**. The parking capacity along each restriction is shown by a number adjacent to the restriction.





Figure 3.38: Church St (Fennell St to Victoria Rd) – Existing Parking Conditions

### 3.2.6.2 Impacts and Mitigation

Figure 3.39 and Figure 3.40 show the parking conditions in and around Church Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

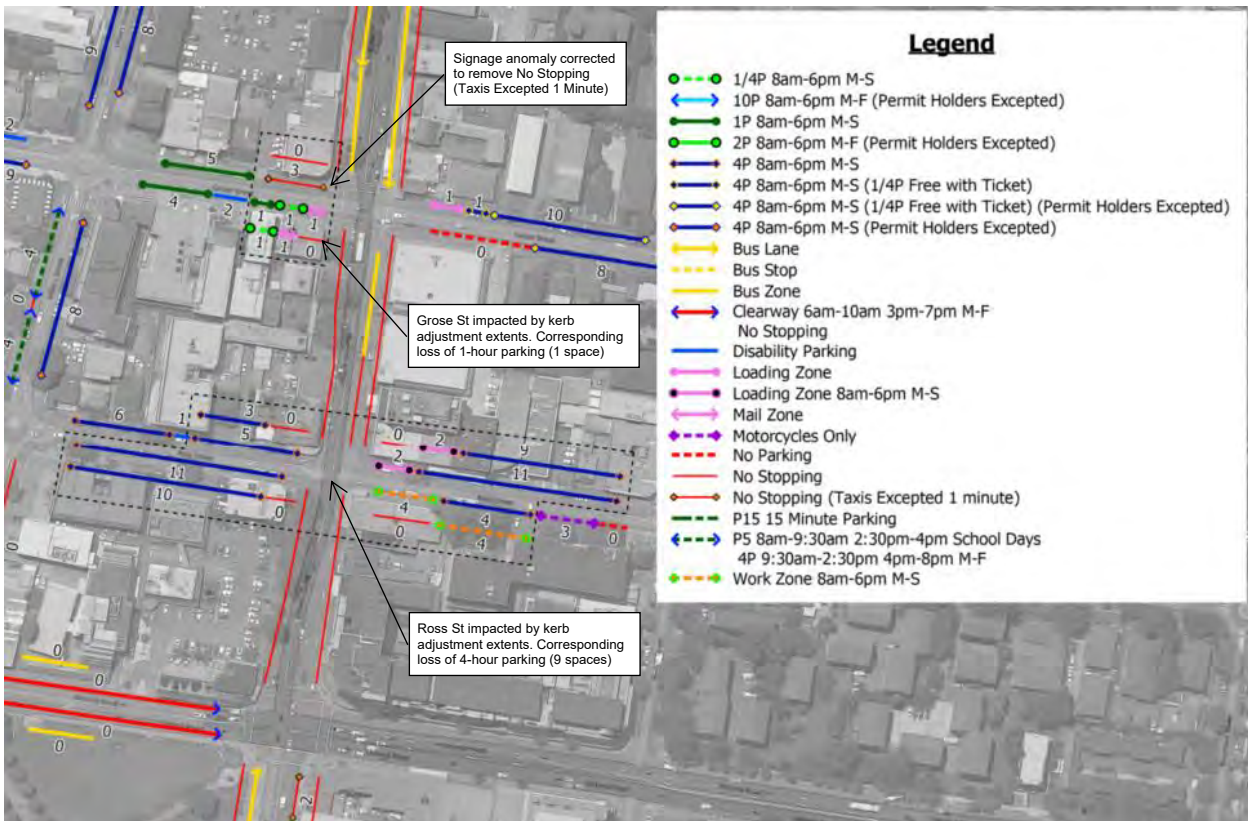


Figure 3.39: Church St (Fennell St to Victoria Rd) – Construction Parking Conditions

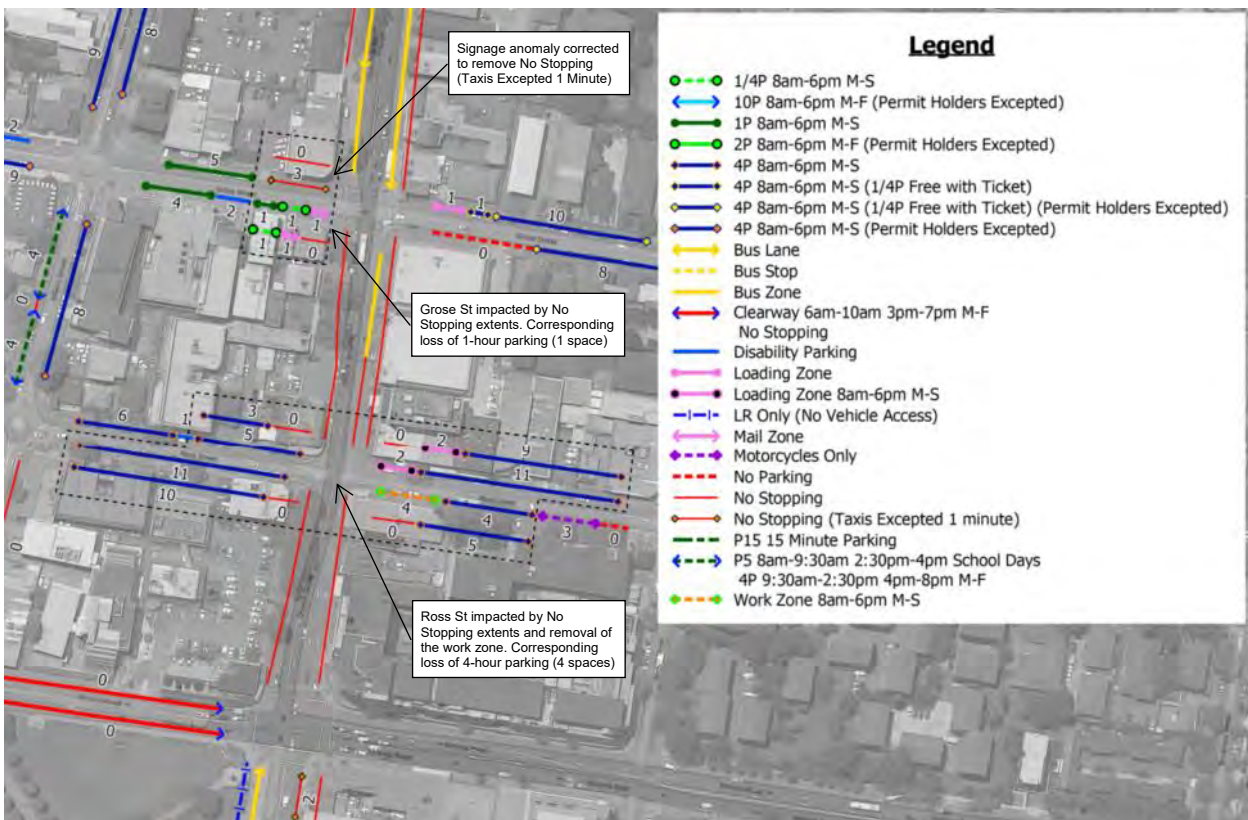


Figure 3.40: Church St (Fennell St to Victoria Rd) – End State Parking Conditions



### Church Street (Fennell Street to Victoria Road)

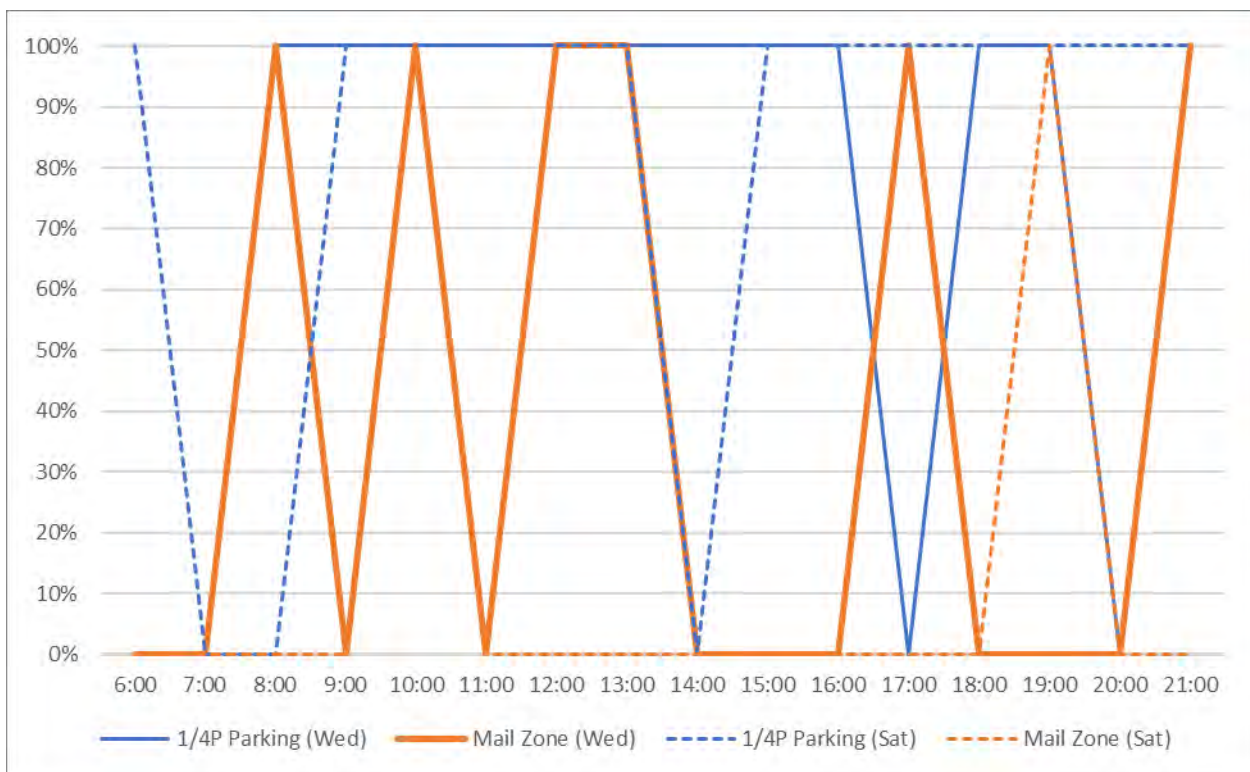
There is no parking on Church Street between Fennell Street to Victoria Road with 24-hour bus lanes and existing no stopping restrictions. The existing bus stops are removed during construction. In the end state the northbound bus stop after Grose Street is reinstated for pick-up only.

### Grose Street

The parking impacts in Grose Street are limited to its intersection with Church Street on the western side. Parking changes during construction and end state are the same. During construction the changes are related to kerb adjustments and in the end state the changes are related to the statutory no stopping extents.

On the northern kerb the existing no stopping is inconsistently signed. At the western end of the restriction a no stopping sign is installed, while at the eastern end of the restriction a no stopping (taxis excepted 1-minute) sign is installed. The design proposes to fix this signage inconsistency and remove the taxis excepted 1-minute provision.

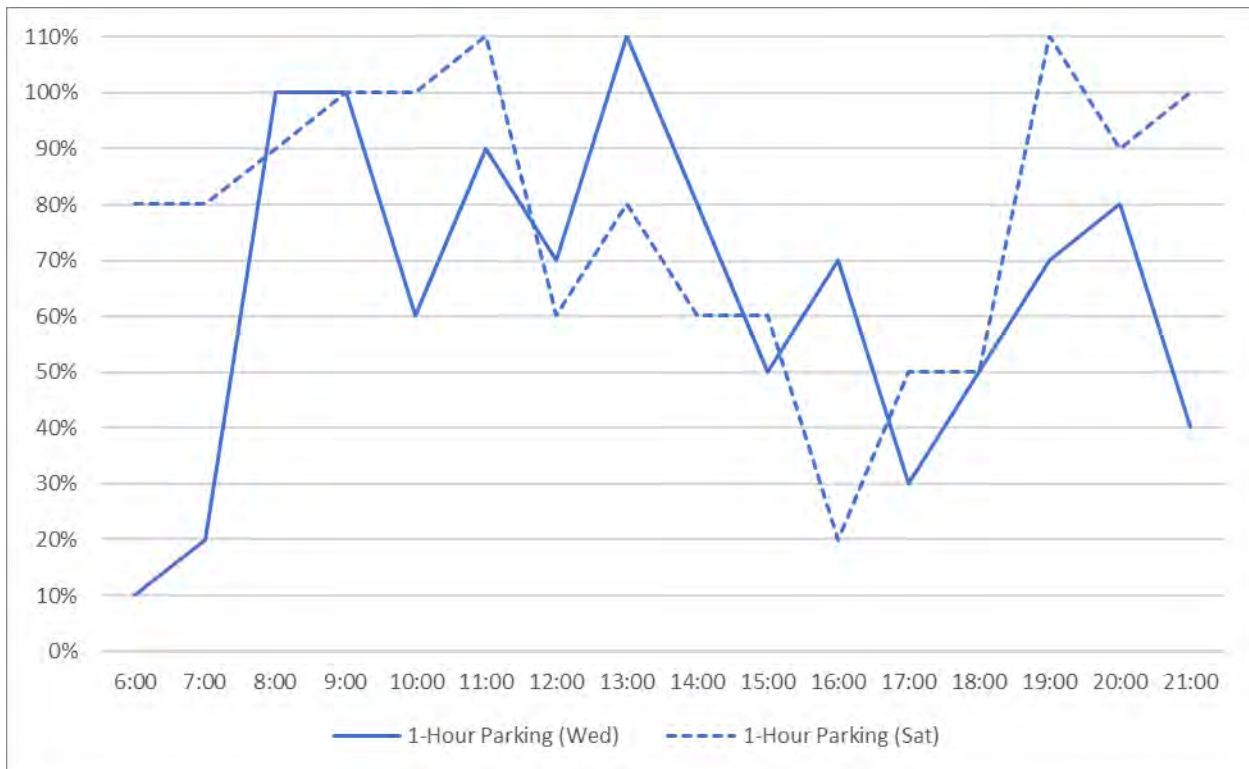
On the southern kerb the no stopping extents result in the loss of one parking space. The existing mail zone and 1/4P parking are retained and shifted west along the kerb. This results in the loss of one 1-hour parking space. **Figure 3.41** shows the parking occupancy of the 1/4P parking and mail zone in Grose Street over the February survey period. As shown, these spaces are well utilised and are required to be maintained to provide a level of service to match existing.



**Figure 3.41: Grose St 1/4P Parking and Mail Zone Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

**Figure 3.42** shows the parking occupancy of the 1-hour parking in Grose Street over the February survey period. Where parking occupancy is greater than 100% illegal parking across driveways or in no stopping / no parking restrictions was observed. The loss of one 1-hour parking space here will require some redistribution into the surrounding network where there is

4-hour parking in Villers Street and further west in Grose Street. This would result in additional walking distances of up to 200 metres.



**Figure 3.42: Grose St 1-Hour Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

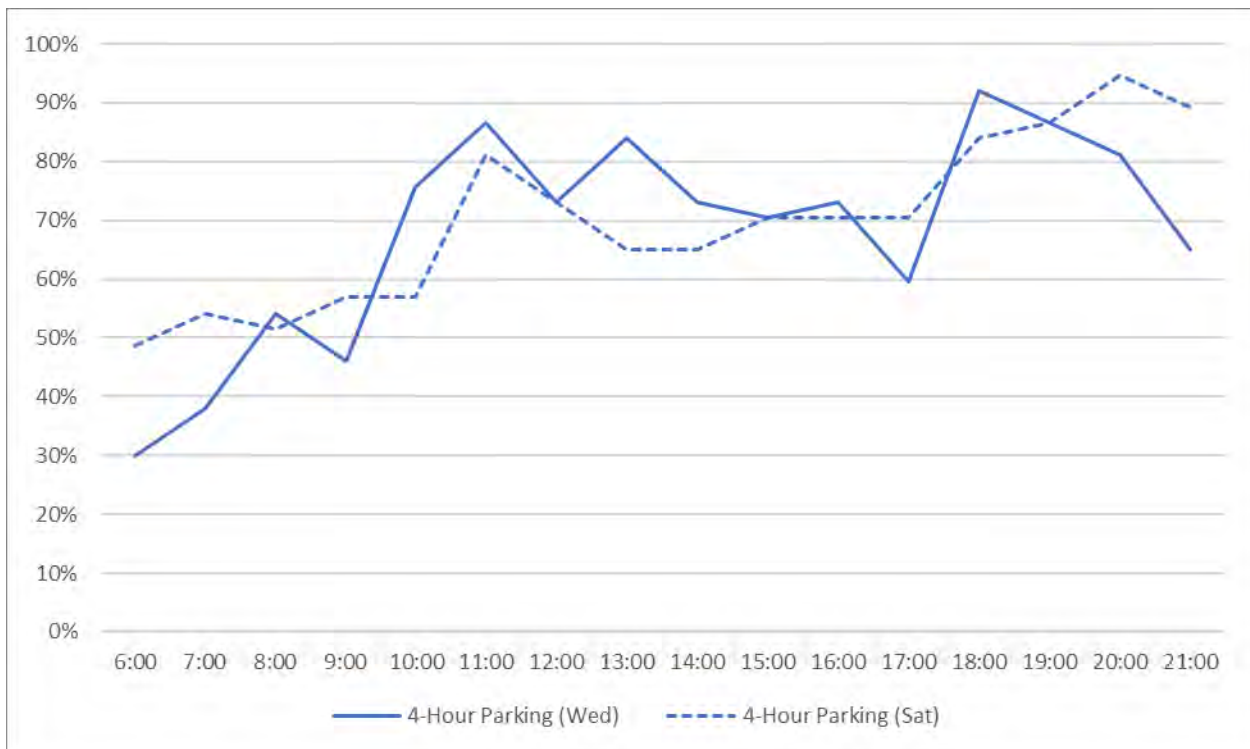
### Ross Street

The parking impacts in Ross Street are also limited to its intersection with Church Street. During construction the changes to parking are related to kerb adjustments and in the end state the changes are related to the statutory no stopping extents and pedestrian crossings.

During construction and the end state the 4-hour parking to the west of Church Street is reduced by three spaces. To the east of Church Street, the loading zone on the northern kerb is shifted further east outside of the project boundary and end state no stopping extents. This results in an additional loss of two 4-hour parking spaces. On the southern kerb there is an existing works zone that is assumed to be required throughout construction as a worst-case scenario. As a result, it is to be relocated towards the east and reduces the 4-hour parking by another four spaces. In the end state the work zone is assumed to be removed and will allow one additional 4-hour parking space to be provided on the southern kerb of Grose Street.

During construction a total loss of nine 4-hour parking spaces need to be accommodated and in the end state a loss of four 4-hour parking spaces need to be accommodated.

When adding this to the loss of 4-hour parking in Fennell Street this equates to a total of 14 spaces to be accommodated in construction and six spaces to be accommodated in the end state. Previous calculations on the surrounding streets suggest these losses can be accommodated.



**Figure 3.43: Ross St 4-Hour Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

### 3.2.6.3 Timing of Changes

Construction of the light rail infrastructure in Church Street between Fennell Street and Victoria Road is anticipated to begin in July 2020. At this time all parking will be permanently removed from Church Street. Construction losses in Grose Street and Ross Street are also anticipated around this time.

### 3.3 Parramatta CBD Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the Parramatta CBD Precinct.

#### 3.3.1 Summary of Impacts

Within the Parramatta CBD Precinct the main works are along the light rail alignment. The alignment is generally on road and travels along Church Street, Macquarie Street and Harris Street. As a result, all parking along the light rail alignment is removed, with some impacts on adjacent streets due to intersection changes and relocated parking restrictions.

A summary of the existing parking types is shown in **Table 3.19** and is compared against the proposed parking spaces both during construction and in the end state for the Parramatta CBD Precinct. The parking mitigation measures in Parramatta CBD are in line with the parking hierarchy and aims to provide accessibility and servicing requirements to match existing during construction and in the end state.

**Table 3.19: Parramatta CBD Precinct – Summary of Parking Impacts**

| Parking Restriction                   | No. Spaces |              |            |
|---------------------------------------|------------|--------------|------------|
|                                       | Existing   | Construction | End State  |
| P5 5 Minute Parking                   | 11         | 4            | 8          |
| P15 or 1/4P Parking                   | 30         | 9            | 10         |
| 1/2P Parking                          | 13         | 5            | 11         |
| 1-Hour Parking                        | 201        | 102          | 146        |
| 2-Hour Parking                        | 90         | 74           | 74         |
| 4-Hour Parking                        | 80         | 41           | 38         |
| 10-Hour Parking                       | 79         | 0            | 0          |
| Unrestricted                          | 0          | 0            | 0          |
| Disability Parking                    | 14         | 15           | 15         |
| Motorcycles Only                      | 0          | 0            | 0          |
| Kiss & Ride                           | 0          | 0            | 2          |
| Bus Zone                              | 13         | 6            | 6          |
| Loading Zone                          | 41         | 36           | 37         |
| Mail Zone                             | 3          | 2            | 3          |
| Taxi Zone                             | 29         | 22           | 24         |
| Work Zone                             | 19         | 9            | 9          |
| Truck Zone                            | 3          | 2            | 2          |
| No Stopping (Taxis Excepted 1 Minute) | 21         | 7            | 7          |
| No Parking - Special Exceptions       | 46         | 44           | 46         |
| <b>Total</b>                          | <b>693</b> | <b>378</b>   | <b>438</b> |

As part of the EIS, Table 6.2 and Table 6.7 of the OTTR indicated that 224 on-corridor spaces 178 off-corridor spaces are removed by the project. The Enabling Works removed 78 spaces from George Street, and as indicated in **Table 3.19** a further 255 spaces are removed within the

Precinct. This is a total of 333 spaces removed within the precinct by the project and is below the EIS estimate of 402 spaces.

### **3.3.2 Parking Surveys**

Parking occupancy surveys of the Parramatta CBD Precinct were carried out at different times for the Enabling Works and Civil Infrastructure Works.

The Enabling Works carried out surveys for majority of the Streets within the Parramatta CBD precinct on Thursday 7<sup>th</sup> and Saturday 9<sup>th</sup> February 2019 from 06:00 to 22:00.

The extent of additional survey required for the Civil Infrastructure Works within the Parramatta CBD Precinct was determined based on the construction activities and end state design condition. The additional survey for the Civil Infrastructure Works was undertaken from 06:00 to 22:00 on Wednesday 16<sup>th</sup> and Saturday 19<sup>th</sup> October 2019.

Due to the staging between survey data, Macquarie Street was resurveyed in October to be able to compare against the February data. The changes in data did not highlight the need for adjustment of any values in either data set as the differences were minor and are considered to be within the range expected for seasonal / daily variances. It was identified that some parking restrictions and capacities had changed, the October data set was used for this strategy and checked on site to confirm the correct restrictions.

Raw data from the survey is attached in **Appendix A**.

### **3.3.3 Parramatta CBD Multi-Level Car Parks**

City of Parramatta Council has five 24-hour multi-level car parks within the Parramatta CBD. The locations of the multi-level car parks are shown in **Figure 3.44**. As shown, these are well spread out through the CBD and provide approximately 10-minute walking access to all areas of the CBD.





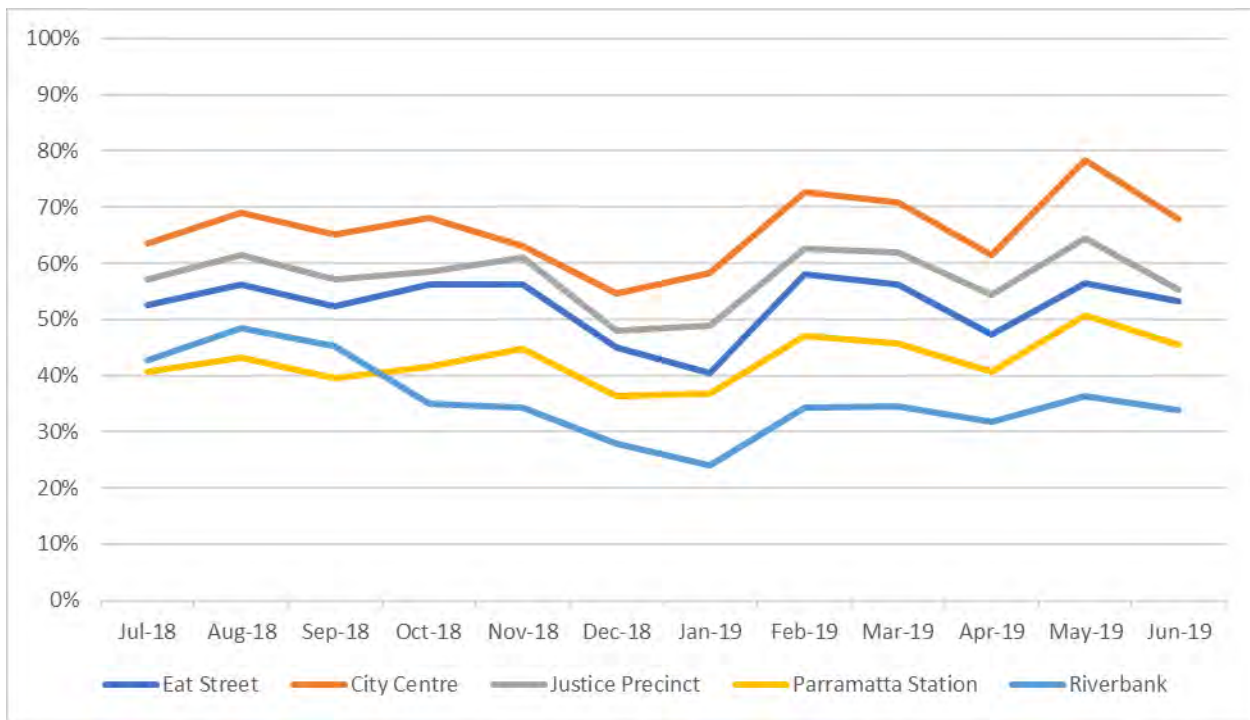
**Figure 3.44: Parramatta CBD Multi-Level Car Park Locations**

**Table 3.20** shows the total number of spaces in each multi-level car park and the additional spaces designated as disability parking.

**Table 3.20: Parramatta CBD Multi-Level Car Parks Summary**

| Car Park Name                         | Number of Spaces | Number of Disability Spaces |
|---------------------------------------|------------------|-----------------------------|
| Eat Street (Erby Place)               | 560              | 6                           |
| City Centre (Horwood Place)           | 772              | 8                           |
| Justice Precinct (Hunter Street)      | 497              | 17                          |
| Parramatta Station (Wentworth Street) | 1149             | 22                          |
| Riverbank                             | 504              | 5                           |
| <b>Total</b>                          | <b>3482</b>      | <b>58</b>                   |

The monthly average utilisation of the multi-level car parks is shown in **Figure 3.45** for the period between July 2018 to June 2019. Due to the data collection method it is not possible to confirm the utilisation of the disability parking spaces. However, anecdotal evidence suggests that the disability spaces in Eat Street and City Centre car parks are generally full throughout the week. Justice Precinct and Parramatta Station disability parking usage is estimated at around 50% utilisation during the week.



**Figure 3.45: Parramatta CBD Multi-Level Car Park Monthly Utilisation**

To determine the spare capacity within the multi-level car parks the highest monthly utilisation has been considered. **Table 3.21** shows the estimated spare parking within the CBD multi-level car parks is 1403 spaces. This spare capacity will help to mitigate losses of on-street parking throughout the Parramatta CBD Precinct.

Council has a reasonably good level of parking information signage within the CBD directing drivers towards the car parks. This is further complemented by the information available on Councils website. A potential issue that may be limiting the uptake of parking within the multi-level off-street car parks is the general driver perception that parking on-street is significantly cheaper than in off-street car parks. Some marketing around this potential area of concern could be considered, to reduce the potential for complaints arising from the loss of on-street parking.

**Table 3.21: Parramatta CBD Multi-Level Car Park Spare Parking Capacity**

| Car Park Name                     | Spare Capacity (%) | Car Park Capacity | Estimated Available Capacity |
|-----------------------------------|--------------------|-------------------|------------------------------|
| Eat Street (Erby PI)              | 42.0               | 560               | 235                          |
| City Centre (Horwood PI)          | 21.6               | 772               | 167                          |
| Justice Precinct (Hunter St)      | 35.5               | 497               | 176                          |
| Parramatta Station (Wentworth St) | 49.3               | 1149              | 566                          |
| Riverbank                         | 51.4               | 504               | 259                          |
| <b>TOTAL</b>                      |                    |                   | <b>1403</b>                  |



### 3.3.4 Market Street and Palmer Street

Parking restrictions along Church Street, between Victoria Road and Lennox Bridge, are directly affected by the light rail alignment, which reduces traffic to a single lane in each direction with no parking space available. Works within Market Street and Palmer Street are at their intersections with Church Street to tie in with the light rail alignment and accommodate parking relocations from Church Street.

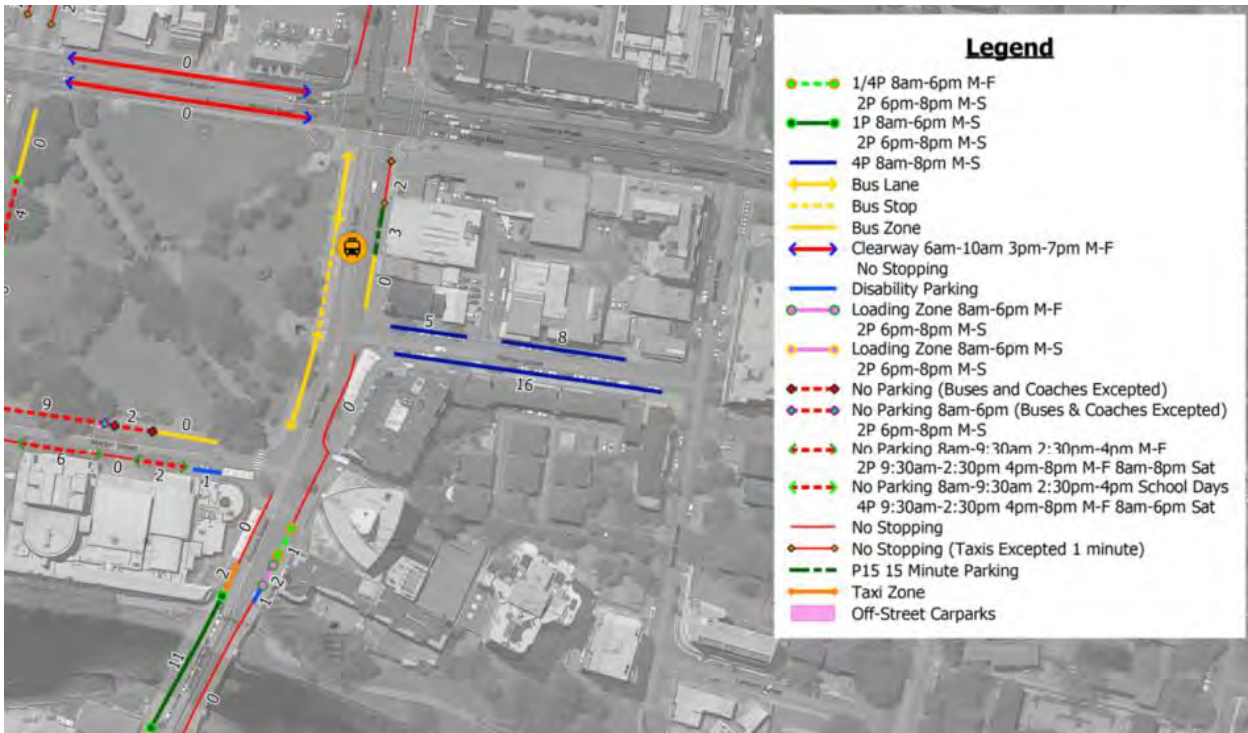
**Table 3.22** shows the existing parking spaces within Church Street (between Victoria Road and Lennox Bridge), Palmer Street and Market Street to identify changes within each street during both construction and the end state.

**Table 3.22: Market St and Palmer St – Total Parking Impacts**

| Parking Restriction                                                            | No. Spaces |              |           |
|--------------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                                | Existing   | Construction | End State |
| <b>Church Street (between Victoria Road and Lennox Bridge)</b>                 |            |              |           |
| No Stopping (Taxis Excepted 1 Minute)                                          | 2          | 0            | 0         |
| P15 15 Minute Parking                                                          | 3          | 0            | 0         |
| 1/4P 8am-6pm M-F                                                               | 1          | 0            | 0         |
| Loading Zone 8am-6pm M-F, 2P 6pm-8pm M-F                                       | 2          | 0            | 0         |
| Disability Parking                                                             | 1          | 0            | 0         |
| Taxi Zone                                                                      | 2          | 0            | 0         |
| 1P 8am-6pm M-S, 2P 6pm-8pm M-S                                                 | 11         | 0            | 0         |
| <b>Total</b>                                                                   | <b>22</b>  | <b>0</b>     | <b>0</b>  |
| <b>Palmer Street</b>                                                           |            |              |           |
| 4P 8am-8pm M-S                                                                 | 29         | 22           | 22        |
| P15 15 Minute Parking                                                          | 0          | 3            | 3         |
| Disability Parking                                                             | 0          | 1            | 1         |
| <b>Total</b>                                                                   | <b>29</b>  | <b>26</b>    | <b>26</b> |
| <b>Market Street</b>                                                           |            |              |           |
| Disability Parking                                                             | 1          | 1            | 1         |
| No Parking 8am-9:30am 2:30pm-4pm M-F, 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm Sat | 8          | 4            | 4         |
| Bus Zone                                                                       | 1          | 1            | 1         |
| No Parking (Buses & Coaches Excepted)                                          | 2          | 2            | 2         |
| No Parking 8am-6pm (Buses & Coaches Excepted)                                  | 9          | 9            | 9         |
| No Parking 8am-9:30am 2:30pm-4pm School Days (Taxi Zone at all other times)    | 0          | 2            | 2         |
| No Parking 8am-9:30am 2:30pm-4pm School Days (Loading Zone at all other times) | 0          | 2            | 2         |
| <b>Total</b>                                                                   | <b>21</b>  | <b>21</b>    | <b>21</b> |

### 3.3.4.1 Existing Condition

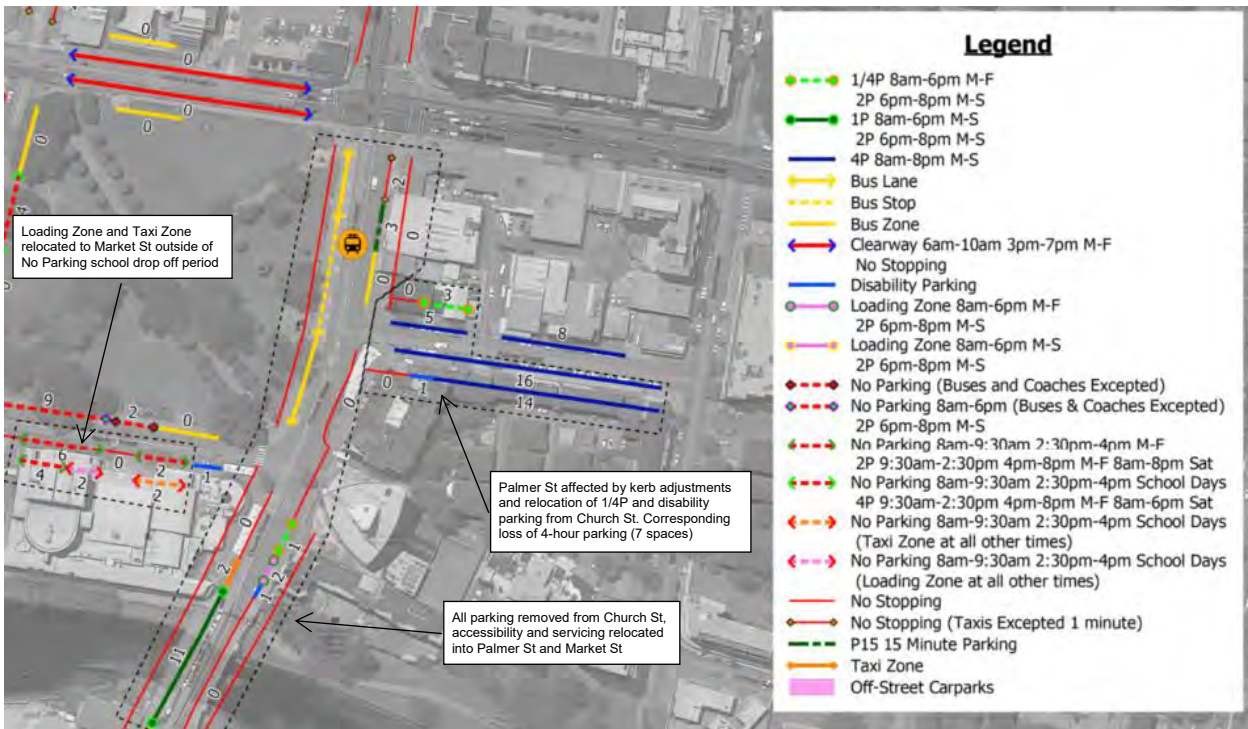
The existing parking restrictions along Market Street and Palmer Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.46**. The parking capacity along each restriction is shown by a number adjacent to the restriction.



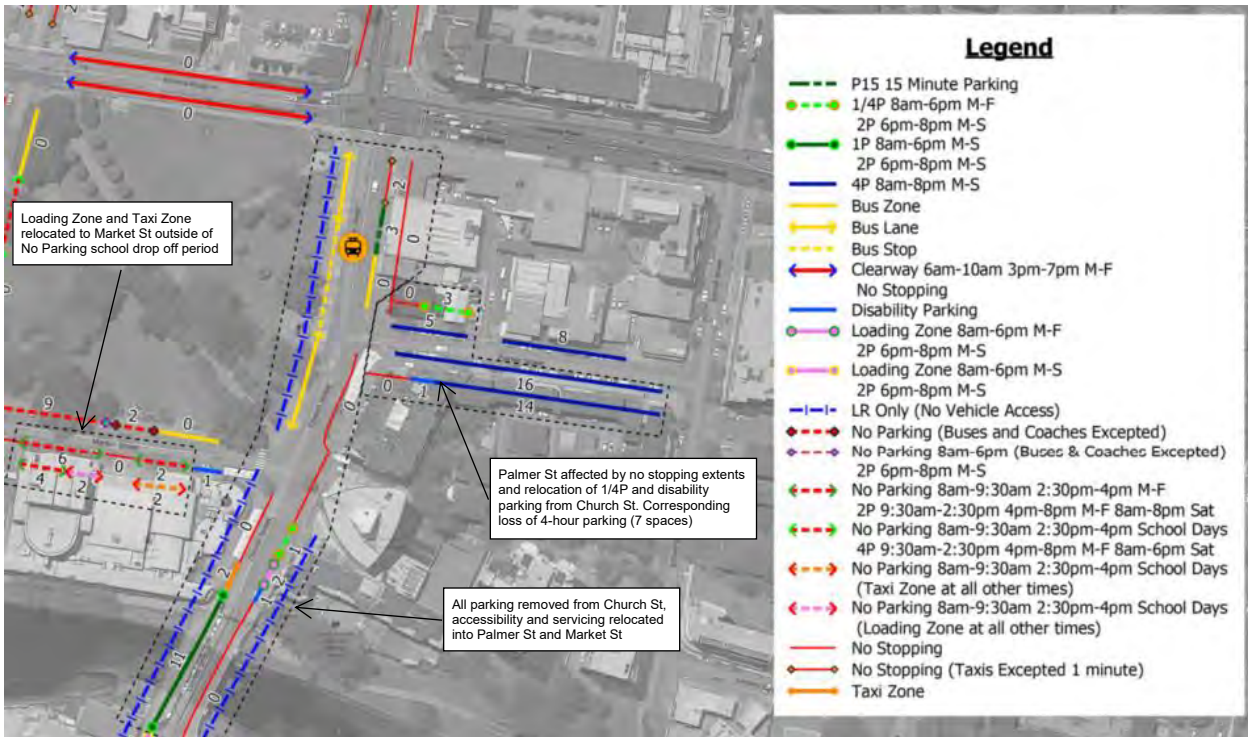
**Figure 3.46: Market St and Palmer St – Existing Parking Conditions**

### 3.3.4.2 Impacts and Mitigation

**Figure 3.47** and **Figure 3.48** show the parking conditions in Market Street and Palmer Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.47: Market St and Palmer St – Construction Parking Conditions**



**Figure 3.48: Market St and Palmer St – End State Parking Conditions**

**Church Street (Victoria Road to Lennox Bridge)**

All parking on Church Street, south of Victoria Road, is to be permanently removed once construction activities begin. Consultation with the affected businesses along Church Street has informed the parking relocation requirements.



The existing three spaces for 15-minute parking north of Palmer Street are to be removed permanently, following confirmation from the Parramatta Connect communications team that the businesses in this area do not benefit from 15-minute parking. It was indicated that the 1/4P 8am-6pm M-F / 2P 6pm-8pm M-S just north of Lennox Bridge currently services the Parramatta Heritage and Visitor Information Centre. This provision for short-term parking has therefore been retained and relocated into Palmer Street, with three 15-minute spaces provided.

The existing disability parking on the eastern kerb is to be relocated into Palmer Street. This creates an additional walking distance of 150 metres assuming the user's destination is south of the existing spot. There is an existing disability space within Market Street that is approximately 90 metres away. Relocating the Church Street disabled space to here was considered, however as it requires a user to cross the light rail alignment the additional distance to Palmer Street was the preferred location.

There is limited opportunity to relocate the existing taxi zone and loading zone. Input from the communications team indicated that the loss of 4-hour parking in Palmer Street to provide these servicing requirements would be unfavourable. As a result, these servicing functions are relocated into Market Street. This will provide a reduced level of service for taxis and loading, as the existing No Parking 8am-9:30am 2:30pm-4pm M-F is still required to facilitate school drop off and pick up in Market Street. Outside of these times the 2-hour parking restriction that currently exists is to be removed and replaced with taxi and loading zones at other times.

NSW Taxi Council noted the increased distance by relocating the taxi zone from Church to Market Street is a little less convenient for the Novotel but is still within walking distance. Therefore, they do not oppose this change to the taxi zone.

All other parking restrictions are to be removed, with the bus lane and bus zones no longer required once the light rail is operational. The 11 1-hour parking spaces are anticipated to be absorbed into the spare capacity in the Parramatta CBD multi-level car parks.

### *Palmer Street*

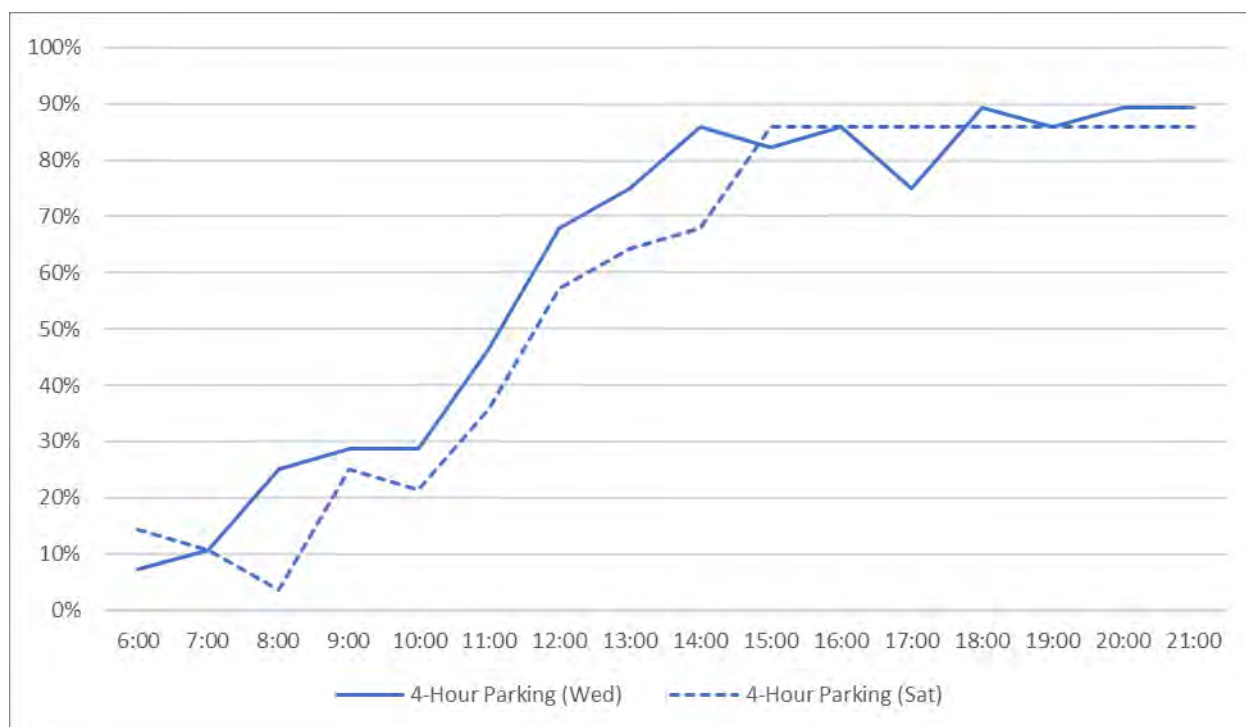
The current design in Palmer Street converts it to a one-way eastbound street at its intersection with Church Street. This design requires kerb blisters and narrowing of Palmer Street within the project boundary and results in a loss of three 4-hour parking spaces. In addition to the losses from kerb adjustments, another four spaces are lost due to relocations of parking from Church Street.

**Figure 3.49** shows the occupancy of the 4-hour parking in Palmer Street over the November survey period. The occupancy is relatively low in the morning, however from 14:00 onwards generally stays above 80% utilisation on both the weekday and weekend. This is in line with the expected use of the parking for restaurants within the area.

At the consultation workshop on the 14<sup>th</sup> November it was identified that the current design does not provide a turn-around facility for westbound vehicles. It was also unclear at which point the one-way eastbound returned to two-way and how users can access parking on the southern kerb. As a result, the design at this location is required to be revisited to explore whether the existing kerbs can be maintained and provide a right in / right out intersection with Church Street. This is to be done outside this parking management strategy.

If the existing kerbs can be maintained the parking impact in Palmer Street will be reduced. The loss of 4-hour parking spaces will be reduced to four spaces as a result of relocations from Church Street only. There is a risk that a turn-around facility will need to be provided and could result in a further loss of parking in Palmer Street. This is to be confirmed outside the strategy

by the design team. If the design changes result in a worse impact than currently considered the parking management strategy will be revised if required.



**Figure 3.49: Palmer St Parking Occupancy – Saturday 2<sup>nd</sup> & Wednesday 6<sup>th</sup> November 2019**

### Market Street

The current design in Market Street retains the existing two-way function, the kerb adjustments do not affect the existing parking restrictions. Four of the No Parking 8am-9:30am 2:30pm-4pm M-F, 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm Sat are converted to No Parking 8am-9:30am 2:30pm-4pm M-F with taxi and loading provisions provided outside these times to accommodate the losses from Church Street.

At the consultation workshop on the 14<sup>th</sup> November it was identified that at the intersection with Church Street, the current design appears to provide enough width for vehicles to turn into Market Street. It was also noted that the current design does not provide a turn-around facility for eastbound vehicles and is unclear how users can access parking on the southern kerb. As a result, the design at this location is required to be revisited to explore whether conversion to a one-way operation for the full length of Market Street is appropriate and if this would allow 45-degree angled parking on the southern kerb to be created. This would need to be consulted with the Riverside Theatre to understand their access requirements.

If 45-degree angled parking can be provided part of this should be designated as 1/4P parking, which would allow the relocation from Church Street into Palmer Street to be removed. Depending on the number of spaces able to be created additional 4-hour parking could be provided to offset the loss of 4-hour parking in Palmer Street. There is a risk that a turn-around facility will need to be provided and could result in a further loss of parking in Market Street. This is to be confirmed outside the parking management strategy by the design team. If the design changes result in a worse impact than currently considered the parking management strategy will be revised if required.

### **3.3.4.3 Timing of Changes**

Construction of the light rail infrastructure in Church Street between Market Street and Lennox Bridge is anticipated to begin in February 2020. At this time Church Street south of Market Street will be closed for pedestrianisation and all parking will be permanently removed from Church Street (south of Palmer Street). The necessary relocations into Palmer Street and Market Street will also be installed at this time.

The parking on Church Street between Victoria Road and Palmer Street will be retained until July 2020. At this time parking will be removed to facilitate construction activities.

### 3.3.5 Church Street

Parking along Church Street is directly affected by the light rail alignment. Traffic is removed from Church Street south of Market Street and as a result all parking is removed during construction and in the end state. Works within Phillip Street and George Street are generally contained to their intersection with Church Street. In addition to the works near the intersections parking in Phillip Street and George Street is affected by the relocation of some parking that has been lost from Church Street.

**Table 3.23** shows the existing park spaces within Church Street, Phillip Street and George Street to identify changes within each street during both construction and the end state.

**Table 3.23: Church St, Phillip St and George St – Total Parking Impacts**

| Parking Restriction                                                                             | No. Spaces |              |           |
|-------------------------------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                                                 | Existing   | Construction | End State |
| <b>Church Street (Lennox Bridge to Macquarie Street)</b>                                        |            |              |           |
| Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S                                                        | 3          | 0            | 0         |
| 1/4P 8am-6pm M-S, 2P 6pm-8pm M-S                                                                | 2          | 0            | 0         |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 1/4P 6pm-8pm M-F 4pm-8pm Sat                              | 2          | 0            | 0         |
| 1/4P 8am-8pm M-S                                                                                | 9          | 0            | 0         |
| 1P 8am-6pm M-S, 2P 6pm-8pm M-S                                                                  | 14         | 0            | 0         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                                      | 5          | 0            | 0         |
| Bus Zone                                                                                        | 1          | 0            | 0         |
| <b>Total</b>                                                                                    | <b>36</b>  | <b>0</b>     | <b>0</b>  |
| <b>George Street (O'Connell Street to Horwood Place)</b>                                        |            |              |           |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                                      | 16         | 13           | 16        |
| Disability Parking                                                                              | 1          | 1            | 1         |
| No Parking (Ambulance Vehicles Excepted) 7:30am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat | 2          | 2            | 2         |
| No Parking (Police Vehicles Excepted)                                                           | 3          | 3            | 3         |
| No Parking 6am-10am 3pm-7pm M-F, 1/2P 10am-3pm 7pm-8pm M-F, 1P 8am-8pm Sat                      | 5          | 5            | 5         |
| Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S                                                        | 8          | 7            | 8         |
| 1/4P 8am-8pm M-S                                                                                | 1          | 6            | 7         |
| Taxi Zone                                                                                       | 3          | 3            | 3         |
| Taxi Zone 10pm-4am F-S, 1/2P 8am-8pm M-F, 1P 8am-8pm Sat                                        | 2          | 2            | 2         |
| 1/2P 8am-8pm M-F, 1P 8am-8pm Sat                                                                | 13         | 5            | 11        |
| Mail Zone                                                                                       | 1          | 1            | 1         |
| Bus Zone                                                                                        | 2          | 1            | 1         |
| Truck Zone 8am-6pm, 2P 6pm-8pm M-S                                                              | 0          | 2            | 2         |
| <b>Total</b>                                                                                    | <b>57</b>  | <b>51</b>    | <b>62</b> |



| Parking Restriction                                     | No. Spaces |              |           |
|---------------------------------------------------------|------------|--------------|-----------|
|                                                         | Existing   | Construction | End State |
| <b>Phillip Street (Marsden Street to Horwood Place)</b> |            |              |           |
| No Parking (Police Vehicles Excepted)                   | 3          | 3            | 3         |
| Taxi Zone                                               | 2          | 2            | 2         |
| Loading Zone                                            | 2          | 2            | 2         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat              | 11         | 8            | 8         |
| Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S                | 0          | 3            | 3         |
| Bus Zone                                                | 1          | 1            | 1         |
| <b>Total</b>                                            | <b>19</b>  | <b>19</b>    | <b>19</b> |

The restrictions and capacity in George Street are based on the latest available DWJV signage plans (dated 15.10.2019) provided in late October. Parramatta Connect is aware there have been some changes made since implementation, however understand that the key parking restrictions providing accessibility and servicing functions have generally remained the same. The changes are anticipated to affect short-term and long-term parking restrictions.

### 3.3.5.1 Existing Condition

The existing parking restrictions along Church Street that are impacted by the Civil Infrastructure Works are shown in **Figure 3.50**. The parking capacity along each restriction is shown by a number adjacent to the restriction.



**Figure 3.50: Church St – Existing Parking Conditions**

As part of the Enabling Works, George Street is converted to a two-way road, between O’Connell Street and Harris Street, with parking on both the northern and southern kerb. As part of this change the parking throughout George Street was adjusted to suit the new traffic arrangement. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works along George Street are shown as the existing parking conditions.

**3.3.5.2 Impacts and Mitigation**

**Figure 3.51** and **Figure 3.52** show the parking conditions in Church Street during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.51: Church St – Construction Parking Conditions**





**Figure 3.52: Church St – End State Parking Conditions**

### Church Street

All parking on Church Street south of Victoria Road is to be permanently removed once construction activities begin. Consultation with the affected businesses along Church Street has informed the parking relocation requirements. The philosophy has been to create opportunities for loading and waste collection for properties that currently use Church Street and do not have rear lane access. In addition to these servicing restrictions, 1/4P parking opportunities are to be provided for customers to access the businesses on Church Street.

North of Phillip Street, there are three loading zones that are affected by the light rail alignment. In line with the parking hierarchy these are to be relocated into Phillip Street approximately 90 metres east of Church Street within existing 1-hour parking. The corresponding loss of three 1-hour parking space is to be absorbed into the spare capacity available in the CBD multi-level car parks, the closest being the Eat Street car park.

The 19 1-hour parking spaces are to be removed. It is anticipated users of these spaces will redistribute around the network or into the multi-level car parks.

### George Street

As part of the Enabling Works along George Street, the amount of loading zones increased to provide loading opportunities in both directions of travel. Within 100 metres of its intersection with Church Street there are currently six loading zone spaces provided as shown in **Figure**

**3.50.** During construction when barrier transitions are in place at the George Street and Church Street intersection this will be reduced to five loading zones within 100 metres. It is anticipated these will provide suitable servicing and no additional loading zones are proposed in George Street as part of the Civil Infrastructure Works.

With the removal of the bus zone in George Street east of Church Street an additional six parking spaces are made available. It is proposed to use these six spaces to partly replace the loss of nine 1/4P parking spaces from Church Street. A short section of No Parking is to be installed adjacent to these six spaces to provide a waste collection area for properties on Church Street with no rear lane access.

In Macquarie Street, at the corner of Church Street, there is an existing Truck Zone (refer to **Section 3.3.6.1 Figure 3.53**) that is removed during construction and its location affected in the end state. It is understood that this parking area is to provide trucks a loading opportunity when loading zones in the CBD are occupied. It does not service any business, but rather is provided within the centre of the CBD. It is proposed to relocate the truck zone into George Street east of Church Street into existing 1/2P parking. The loss of two 1/2P parking spaces is to be accommodated into the surrounding network or into the multi-level car parks.

During construction it is anticipated that parking losses in George Street at its intersection will occur to provide barrier transitions around the work areas. As shown in **Figure 3.51**, the bus stop on the southern kerb, east of Church Street, is proposed to be relocated east into the existing 1/2P parking. This is in addition to the truck zone loss and results in 8 lost spaces during construction. This is a temporary relocation and the 1/2P parking will be reinstated and the bus zone relocated back towards the intersection in the end state.

To the east of Church Street on the southern kerb the taxi zone and loading zone is anticipated to be affected by the barrier transitions during construction. It is proposed to remove the 1/4P from the northern kerb and provide an additional loading zone here. It is understood that this taxi zone services the Parramatta Court in Marsden Street and the entire Justice Precinct. During construction, when barrier shifts remove this taxi zone, it is proposed to be relocated approximately 180m west of its current location, into existing 1-hour parking on George Street, west of Marsden Street, where it can still service the court and surrounding precinct. This temporary relocation of the taxi zone was supported by the NSW Taxi Council, provided adequate warning is received regarding the rank's restoration to its current location.

### **3.3.5.3 Timing of Changes**

Construction of the light rail infrastructure in Church Street between Lennox Bridge and Macquarie Street is anticipated to begin in February 2020. At this time all parking will be permanently removed from Church Street and the necessary relocations into Phillip Street (loading zone) and George Street (1/4P parking) installed.

The bus zone, taxi zone and loading zone in George Street, near its intersection with Church Street, are affected by construction barriers and the required transition lengths approaching the intersection. The relocation of these parking zones will occur in June 2020 and will be restored towards the end of construction.

The installation of the truck zone into George Street (relocated from Macquarie Street) is required in March 2020 when parking in Macquarie Street is removed.

### 3.3.6 Macquarie Street (West of Church Street)

Parking along Macquarie Street to the west of Church Street is affected by the reduction of traffic to a single lane and associated kerb adjustments. Traffic on Macquarie Street is reversed in the end state to run eastbound, this switch is made towards the later stages of the traffic staging. Parking within Hunter Street is affected during construction to accommodate the loss of parking from Macquarie Street.

**Table 3.24** shows the existing parking spaces within Macquarie Street and Hunter Street to identify changes within each street during both construction and the end state.

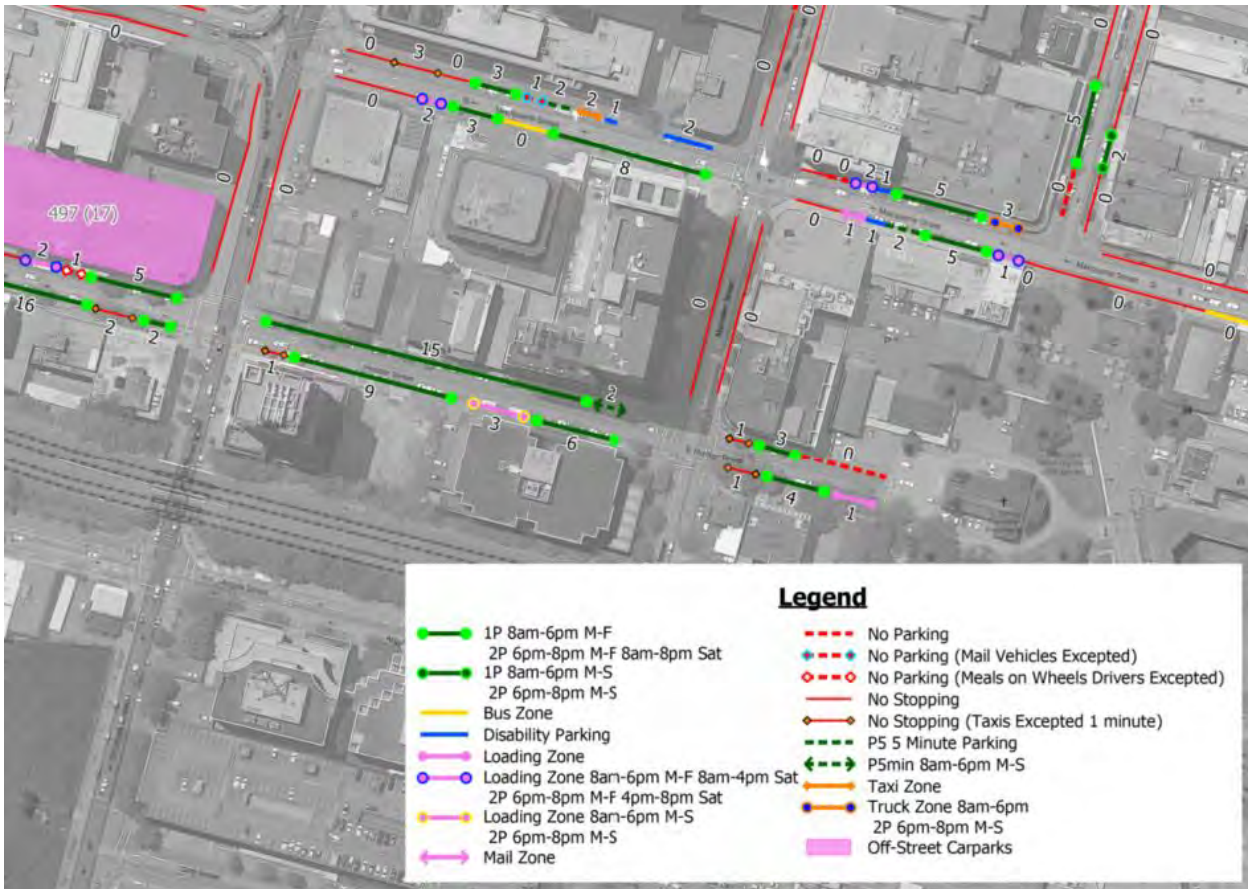
**Table 3.24: Macquarie St and Hunter St – Total Parking Impacts**

| Parking Restriction                                              | No. Spaces |              |           |
|------------------------------------------------------------------|------------|--------------|-----------|
|                                                                  | Existing   | Construction | End State |
| <b>Macquarie Street (O'Connell Street to Church Street)</b>      |            |              |           |
| No Stopping (Taxis Excepted 1 minute)                            | 3          | 0            | 0         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                       | 24         | 0            | 27        |
| No Parking (Mail Vehicles Excepted)                              | 1          | 0            | 1         |
| P5 5 Minute Parking                                              | 4          | 0            | 4         |
| Taxi Zone                                                        | 2          | 0            | 2         |
| Disability Parking                                               | 5          | 0            | 5         |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat | 5          | 0            | 5         |
| Bus Zone                                                         | 1          | 0            | 0         |
| Mail Zone                                                        | 1          | 0            | 1         |
| Truck Zone 8am-6pm, 2P 6pm-8pm M-S                               | 3          | 0            | 0         |
| <b>Total</b>                                                     | <b>49</b>  | <b>0</b>     | <b>45</b> |
| <b>Hunter Street</b>                                             |            |              |           |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                       | 68         | 59           | 68        |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat | 2          | 4            | 2         |
| No Parking (Meals on Wheels Drivers Excepted)                    | 1          | 1            | 1         |
| No Stopping (Taxis Excepted 1 minute)                            | 5          | 5            | 5         |
| Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S                         | 3          | 3            | 3         |
| No Parking (Taxis Excepted)                                      | 0          | 2            | 0         |
| P5min 8am-6pm M-S                                                | 2          | 2            | 2         |
| Disability Parking                                               | 0          | 5            | 0         |
| Loading Zone                                                     | 1          | 1            | 1         |
| <b>Total</b>                                                     | <b>82</b>  | <b>82</b>    | <b>82</b> |



### 3.3.6.1 Existing Condition

The existing parking restrictions along Macquarie Street, west of Church Street, that are impacted by the Civil Infrastructure Works are shown in **Figure 3.53**. The parking capacity along each restriction is shown by a number adjacent to the restriction.



**Figure 3.53: Macquarie St (west of Church St) – Existing Parking Conditions**

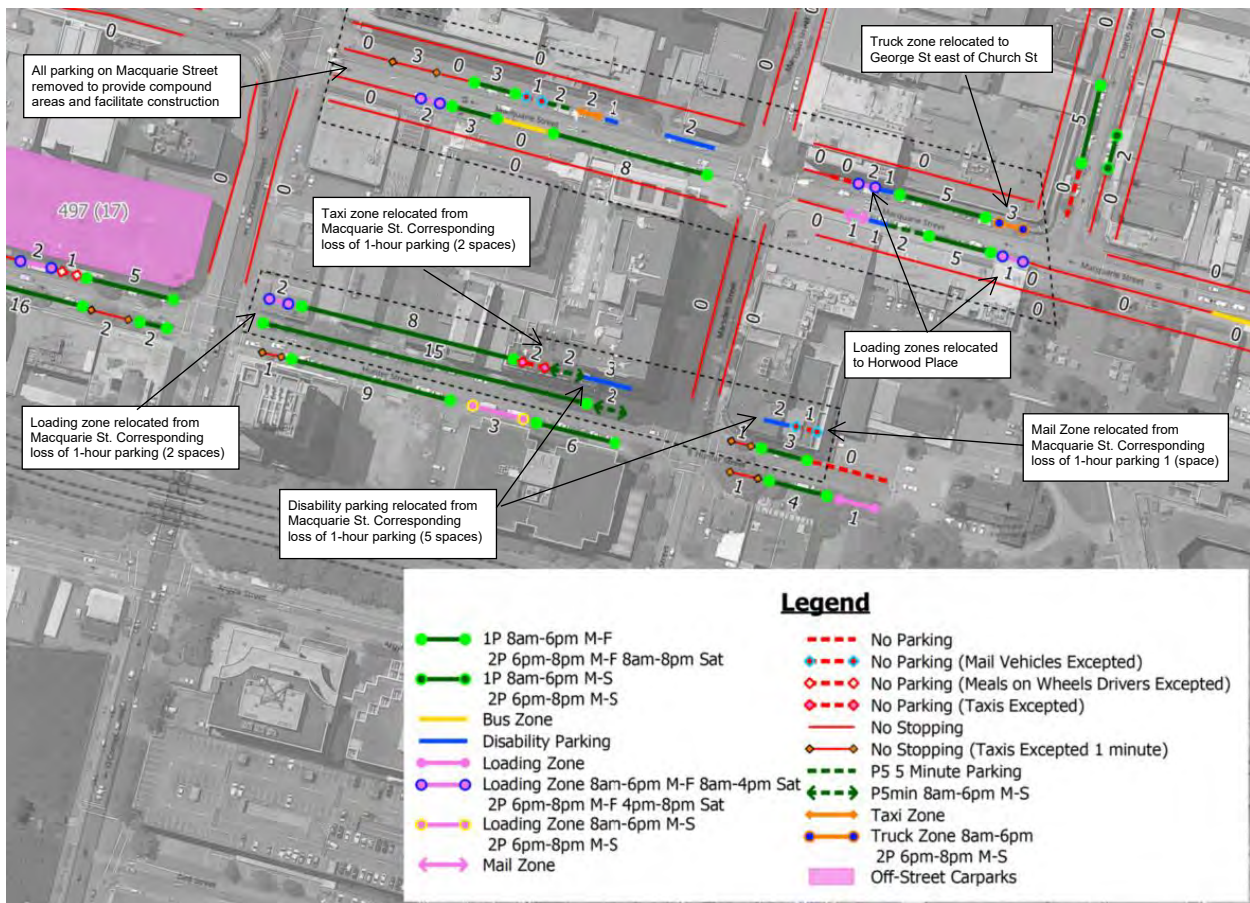
### 3.3.6.2 Impacts and Mitigation

#### Construction

During construction, all existing parking along Macquarie Street, between O’Connell Street and Church Street, is removed to facilitate construction compound areas and kerb adjustments. Parking to be relocated during construction has been identified based on the parking hierarchy and includes the servicing and accessibility parking.

**Figure 3.54** shows the parking conditions in Macquarie Street, between O’Connell Street and Church Street, during construction for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





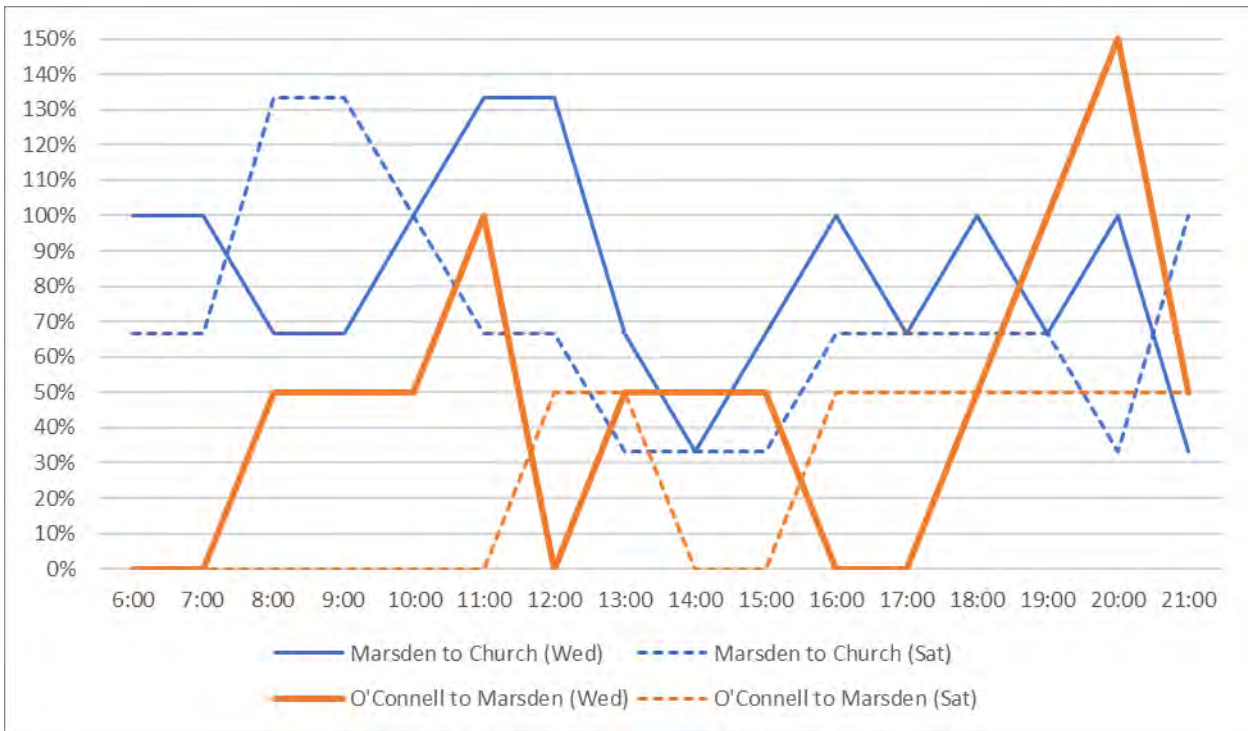
**Figure 3.54: Macquarie St (west of Church St) – Construction Parking Conditions**

As discussed above the existing Truck Zone at the corner of Church Street is removed during construction and not replaced in the end state. It is to be relocated into George Street east of Church Street in existing 1/2P parking. Refer to **Section 3.3.5.2 (Figure 3.51 and Figure 3.52)** for location details.

**Figure 3.55** shows the current occupancy of the loading zones in Macquarie Street over the October survey period. Where the occupancy exceeds 100% vehicles were observed encroaching across accessways or outside loading zone restrictions. These loading zones are well utilised and need to be provided during construction and in the end state to retain the current level of servicing.

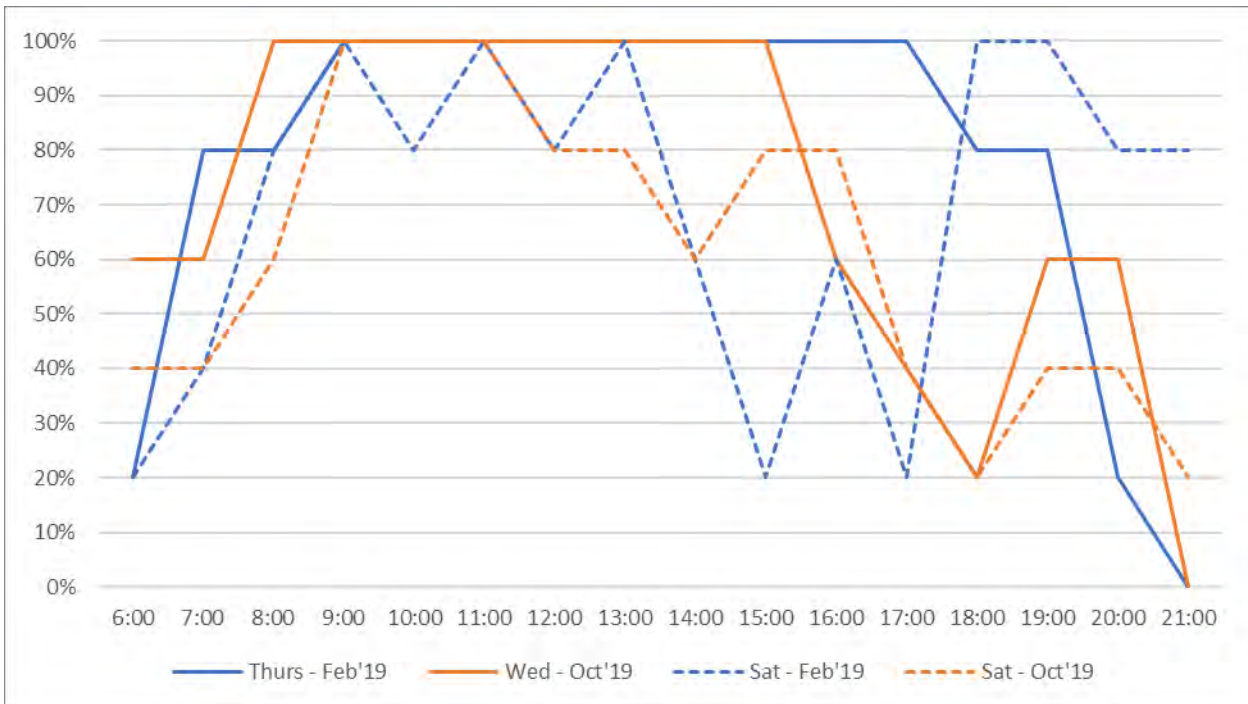
The two loading zone spaces on Macquarie Street near O’Connell Street are to be relocated into the western end of Hunter Street. The closest opportunity is on the northern kerb at the intersection with O’Connell Street. This relocation results in a loss of two 1-hour parking spaces, which are to be displaced into the surrounding area or into the multi-level car parks.

The remaining three loading zone spaces on Macquarie Street, between Marsden Street and Church Street, are to be relocated into Horwood Place. Details of the impacts of this relocation are provided in **Section 3.3.7.2 (Figure 3.60 and Figure 3.61)**.



**Figure 3.55: Macquarie St (west of Church St) Loading Zone Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

The five disability parking spaces within Macquarie Street are currently well utilised as shown in **Figure 3.56**. These are to be relocated at the closest opportunities into Hunter Street, near the intersection with Marsden Street. Two spaces are provided on the northern kerb to the east of Marsden Street and results in a loss of two 1-hour parking spaces. Three spaces are provided on the northern kerb to the west of Marsden Street. To retain the existing P5 parking this restriction is shifted west into the adjacent 1-hour parking and results in a loss of three 1-hour parking spaces.



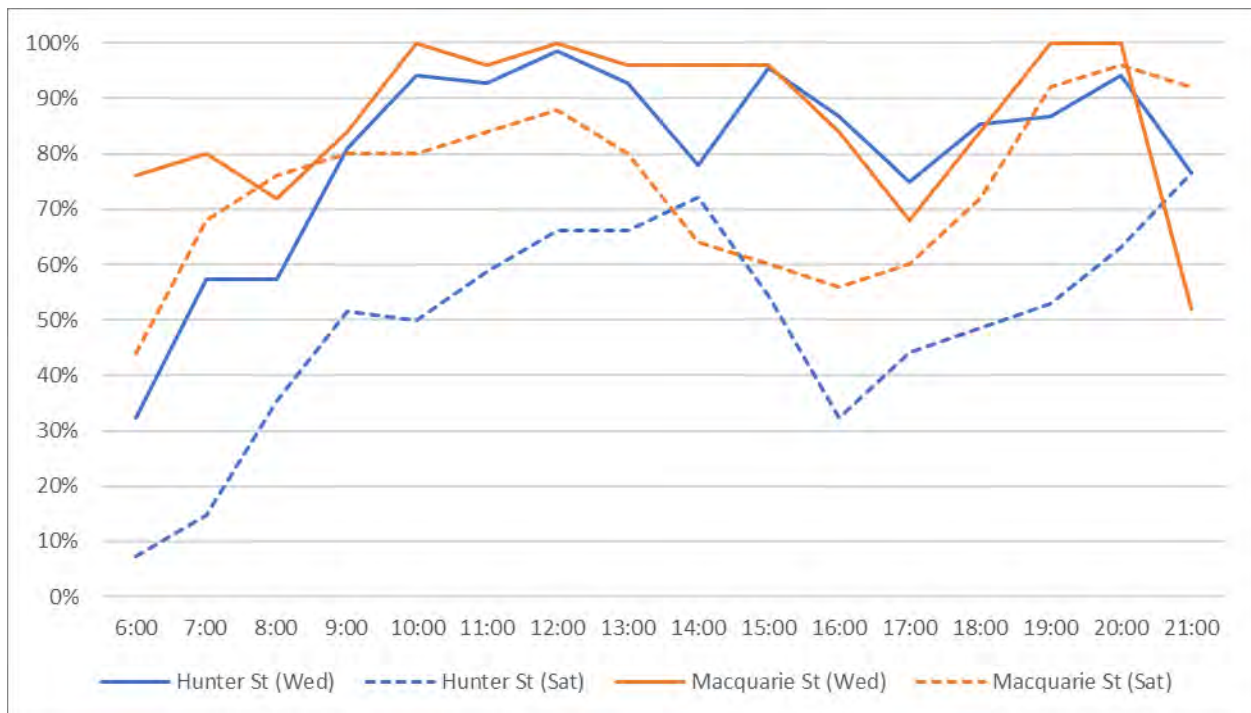
**Figure 3.56: Macquarie St (west of Church St) Disability Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019 and Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

The existing Taxi Zone outside 12 Macquarie Street is a servicing area to be relocated into Hunter Street during construction. It is proposed to be located on the northern kerb between Marsden and O’Connell Street, after the shifted P5 parking and results in a further loss of two 1-hour parking spaces. At CoPC’s request the area is to be signed posted as No Parking (Taxis Excepted), rather than an exclusive Taxi Zone. The NSW Taxi Council were not opposed to this temporary relocation.

The existing mail zone and SPB at 57-59 Macquarie Street is removed during construction. Consultation with Australia Post has indicated the preferred temporary relocation of the SPBs is into the post office at the corner of Marsden Street and Macquarie Street. This option needs to be confirmed with the post office. The alternative options are to relocate the express SPB from Macquarie Street to be co-located with the existing red SPB in George Street where there is an existing mail zone provided. Otherwise the SPBs could be relocated into Hunter Street where a new No Parking (Mail Vehicles Excepted) parking restriction would be installed into existing 1-hour parking.

As confirmation of this is not expected to be received prior to the parking management strategy being endorsed, the worst-case scenario for parking is considered. The strategy provides for the new No Parking (Mail Vehicles Excepted) parking restriction in Hunter Street and associated loss of one 1-hour parking space. The loss of this 1-hour parking space can be absorbed into the spare capacity in the CBD multi-level car parks. The two preferred options do not impact parking and have therefore not been further considered from a parking perspective.

In total, the accessibility and serving relocations into Hunter Street during construction reduce the number of 1-hour parking spaces by nine spaces, from 68 down to 59. The 24 1-hour parking spaces within Macquarie Street are not to be replaced during construction. **Figure 3.57** shows the current occupancy of the 1-hour parking in Hunter Street and Macquarie Street, indicating the current utilisation is generally high. The total loss of 33 1-hour parking spaces is to be absorbed into the surrounding area where possible, or into the CBD multi-level car parks.



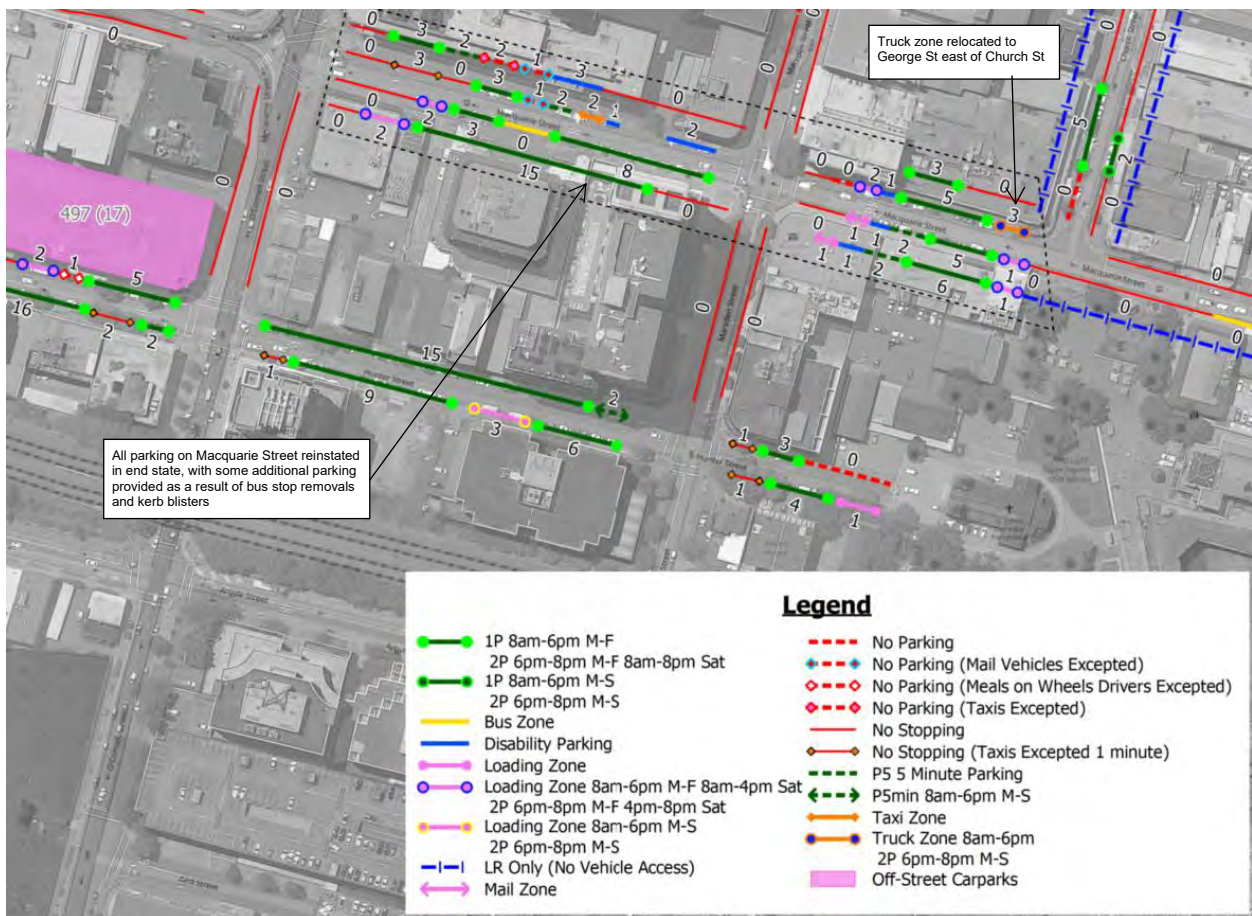


**Figure 3.57: Macquarie St (west of Church St) and Hunter St 1-Hour Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

**End State**

In the end state parking along Macquarie Street, between O’Connell Street and Church Street, is reinstated following its removal during construction. Based on the current design, generally all existing parking can be reinstated.

**Figure 3.58** shows the parking conditions in Macquarie Street, between O’Connell Street and Church Street, in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.58: Macquarie St (west of Church St) – End State Parking Conditions**

On Macquarie Street, between Church Street and Marsden Street, kerb blisters are installed to narrow it down to one lane at the intersection with Church Street. Parking is still provided within these blisters. On the northern kerb the blister requires the removal of the first five spaces and impacts the existing truck zone and 1-hour parking. As discussed above the truck zone is relocated into George Street for construction, where it will be more easily accessible.

On the southern kerb an additional parking space is created within the kerb blister. It is proposed to use this space to offset the loss of 1-hour parking from the northern kerb and within Church Street. As a result, the existing mail zone, disability parking space and two P5 parking spaces are shifted west.

Between Marsden Street and O'Connell Street, Macquarie Street is also narrowed with the installation of kerb blisters. On the northern kerb there is capacity for all parking to be reinstated, except for the three spaces of No Stopping (Taxis excepted 1 Minute). The location of parking has all shifted towards the west due to the blisters. Parking is to be reinstated keeping the disability parking as close as possible to its existing location. The existing taxi zone is converted to a No Parking (Taxis Excepted).

On the southern kerb, the existing loading zone is to be reinstated, however is shifted to the west towards the end of the blister. The existing bus stop is removed at construction and not reinstated in the end state. This removal and the kerb blisters installation provides the opportunity for four additional parking spaces. This additional parking is to be used to help offset some of the loss of 1-hour parking from Church Street and further east on Macquarie Street.

### **3.3.6.3 Timing of Changes**

Setup of construction compounds in Macquarie Street, west of Church Street, is anticipated to begin in March 2020. At this time all parking in Macquarie Street, west of Church Street, will be removed and the necessarily relocations into Hunter Street installed. The truck zone relocation into George Street also occurs at this time.

### 3.3.7 Macquarie Street (Church Street to Smith Street)

Parking along Macquarie Street, between Church Street and Smith Street, is directly affected by the light rail alignment. On short sections of Macquarie Street traffic is removed completely. In the sections where a traffic lane is provided, it travels eastbound in a single lane configuration adjacent to the light rail, with no parking opportunities provided. Parking within Horwood Place is affected to accommodate the loss of parking from Macquarie Street. Smith Street parking is impacted by changes required for the Western Sydney University shuttle service.

**Table 3.25** shows the existing parking spaces within Macquarie Street, Horwood Place and Smith Street to identify changes within each street during both construction and the end state.

**Table 3.25: Macquarie St, Horwood Pl and Smith St – Total Parking Impacts**

| Parking Restriction                                                                    | No. Spaces |              |           |
|----------------------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                                        | Existing   | Construction | End State |
| <b>Macquarie Street (Church Street to Smith Street)</b>                                |            |              |           |
| Bus Zone                                                                               | 2          | 0            | 0         |
| P5 5 Minute Parking                                                                    | 3          | 0            | 0         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                             | 3          | 0            | 0         |
| Work Zone                                                                              | 10         | 0            | 0         |
| <b>Total</b>                                                                           | <b>18</b>  | <b>0</b>     | <b>0</b>  |
| <b>Horwood Place (Macquarie Street to George Street)</b>                               |            |              |           |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                             | 16         | 11           | 14        |
| P5 5 Minute Parking                                                                    | 0          | 2            | 2         |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat                       | 5          | 8            | 5         |
| No Parking (Taxis Excepted)                                                            | 1          | 1            | 1         |
| Taxi Zone 1:30am-5am, 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S (1/4P Free with Ticket) | 9          | 9            | 9         |
| <b>Total</b>                                                                           | <b>31</b>  | <b>31</b>    | <b>31</b> |
| <b>Smith Street (Macquarie Street to Darcy Street)</b>                                 |            |              |           |
| P5 5 Minute Parking                                                                    | 2          | 0            | 0         |
| Bus Zone                                                                               | 1          | 1            | 1         |
| <b>Total</b>                                                                           | <b>3</b>   | <b>1</b>     | <b>1</b>  |

#### 3.3.7.1 Existing Condition

The existing parking restrictions along Macquarie Street, between Church Street and Smith Street, that are impacted by the Civil Infrastructure Works are shown in **Figure 3.59**. The parking capacity along each restriction is shown by a number adjacent to the restriction.





Figure 3.59: Macquarie St (Church St to Smith St) – Existing Parking Conditions

### 3.3.7.2 Impacts and Mitigation

Figure 3.60 and Figure 3.61 show the parking conditions in Macquarie Street, between Church Street and Smith Street, during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

#### Macquarie Street

All parking on Macquarie Street is removed during construction and in the end state to facilitate the construction and design of the light rail. As shown in Table 3.25, between Church Street and Smith Street this affects bus zones, short-term parking, 5-minute parking and a work zone.

As per the EIS OTTR and the parking hierarchy the 5-minute parking is to be relocated. The bus zone at the corner of Smith Street services the Western Sydney University shuttle and is required to be relocated. The work zone and 1-hour parking are removed, with the expectation that the 1-hour parking will be absorbed into the CBD multi-level car parks.



Figure 3.60: Macquarie St (Church St to Smith St) – Construction Parking Conditions



Figure 3.61: Macquarie St (Church St to Smith St) – End State Parking Conditions

Horwood Place

The impact to parking in Horwood Place is limited to its intersection with Macquarie Street where parking is relocated from Macquarie Street. As part of the EIS, Table 6.5 of the OTTR indicates that two P5 parking spaces are to be created in Horwood Place to replace the loss in

Macquarie Street. This creates an additional 30 metres of walking for users of the space and results in the loss of two 1-hour parking spaces in Horwood Place.

As shown in **Figure 3.55** the loading zones in Macquarie Street, between Marsden Street and Church Street are well utilised. During construction these are removed from Macquarie Street to provide spaces for construction compounds. As a result, the existing loading zone in Horwood Place is to be increased to six spaces to accommodate the loss of the three spaces in Macquarie Street. This results in a loss of three 1-hour parking spaces in Horwood Place during construction. In the end state the loading zones are reinstated in Macquarie Street, and the 1-hour parking reinstated in Horwood Place.

The loss of 1-hour parking (five during construction and two in the end state) in Horwood Place will need to be absorbed into the CBD multi-level car parks.

### *Smith Street*

The existing bus zone on Macquarie Street services the Western Sydney University shuttle. During construction, the shuttle is to operate from the bus zone in Smith Street. The existing bus zone in Smith Street is to be extended to facilitate the design requirements and results in the removal of the two P5 parking spaces at this location.

In the end state, this shuttle service is anticipated to be removed, pending further consultation with Western Sydney University, students will be expected to use the light rail. From a parking management perspective, the operation of the shuttle service will not impact parking and therefore does not affect this strategy.

It is unclear on the future use of the bus zone in Smith Street. However, council have indicated their preference is to retain this lengthened bus zone rather than remove it or reduce it back to its existing length. As a result, the worst-case scenario has been considered and it is assumed the bus zone remains and the P5 parking is not reinstated.

### **3.3.7.3 Timing of Changes**

Construction of the light rail infrastructure in Macquarie Street, between Church Street and Harris Street, is anticipated to begin in March 2020. At this time all parking will be permanently removed from Macquarie Street and the necessarily relocations into Horwood Place installed. The extension of the bus zone and removal of P5 parking in Smith Street is also to be completed at the same time.



### 3.3.8 Macquarie Street (Smith Street to Harris Street)

Parking along Macquarie Street, between Smith Street and Harris Street, is directly affected by the light rail alignment. On short sections of Macquarie Street traffic is removed completely. In the sections where a traffic lane is provided it travels eastbound in a single lane configuration adjacent to the light rail. Parking within Charles Street is affected to accommodate the loss of parking from Macquarie Street. Parking on Harris Street is removed to facilitate the light rail alignment.

**Table 3.26** shows the existing parking spaces within Charles Street, Harris Street and George Street to identify changes within each street during both construction and the end state.

**Table 3.26: Charles St, Harris St, and George St – Total Parking Impacts**

| Parking Restriction                                                          | No. Spaces |              |           |
|------------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                              | Existing   | Construction | End State |
| <b>Macquarie Street (Smith Street to Harris Street)</b>                      |            |              |           |
| Bus Zone                                                                     | 2          | 0            | 0         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                   | 15         | 0            | 0         |
| No Stopping (Taxis Excepted 1 minute)                                        | 9          | 0            | 0         |
| No Parking 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                           | 2          | 0            | 0         |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat             | 2          | 0            | 0         |
| 1/4P 8am-9:30am 2pm-3:30pm M-F, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm Sat | 14         | 0            | 0         |
| Disability Parking                                                           | 2          | 0            | 0         |
| 2P 8am-8pm M-F, 4P 8am-8pm Sat                                               | 6          | 0            | 0         |
| 4P 8am-8pm M-S                                                               | 29         | 0            | 0         |
| <b>Total</b>                                                                 | <b>81</b>  | <b>0</b>     | <b>0</b>  |
| <b>Charles Street (Hassall Street to Phillip Street)</b>                     |            |              |           |
| 2P 8am-8pm M-F, 4P 8am-8pm Sat                                               | 31         | 31           | 31        |
| Work Zone 6am-6pm M-S, 1/4P 6pm-8pm M-S                                      | 9          | 9            | 9         |
| 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat                                   | 18         | 11           | 13        |
| Disability Parking                                                           | 1          | 4            | 4         |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat             | 2          | 4            | 4         |
| Bus Zone                                                                     | 1          | 0            | 0         |
| Loading Zone                                                                 | 2          | 2            | 2         |
| Taxi Zone                                                                    | 4          | 6            | 6         |
| No Parking 6am-10am 3pm-7pm M-F, 1P 10am-3pm 7pm-8pm M-F, 2P 8am-8pm Sat     | 0          | 3            | 0         |
| <b>Total</b>                                                                 | <b>68</b>  | <b>70</b>    | <b>69</b> |

| Parking Restriction                                      | No. Spaces |              |           |
|----------------------------------------------------------|------------|--------------|-----------|
|                                                          | Existing   | Construction | End State |
| <b>Harris Street (George Street to Macquarie Street)</b> |            |              |           |
| Taxi Zone 10pm-6am, 10P 8am-6pm M-F                      | 5          | 0            | 0         |
| <b>Total</b>                                             | <b>5</b>   | <b>0</b>     | <b>0</b>  |
| <b>George Street (Harris Street to Argus Lane)</b>       |            |              |           |
| 2P 8am-8pm M-F, 4P 8am-8pm Sat                           | 20         | 15           | 15        |
| 2P 8am-8pm M-F, 4P 8am-8pm Sat, Taxi Zone 10pm-6am       | 0          | 5            | 5         |
| Kiss & Ride                                              | 0          | 0            | 1         |
| <b>Total</b>                                             | <b>20</b>  | <b>20</b>    | <b>21</b> |

### 3.3.8.1 Existing Condition

The existing parking restrictions along Macquarie Street, between Smith Street and Harris Street, that are impacted by the Civil Infrastructure Works are shown in **Figure 3.62**. The parking capacity along each restriction is shown by a number adjacent to the restriction.



**Figure 3.62: Macquarie St (Smith St to Harris St) – Existing Parking Conditions**

### 3.3.8.2 Impacts and Mitigation

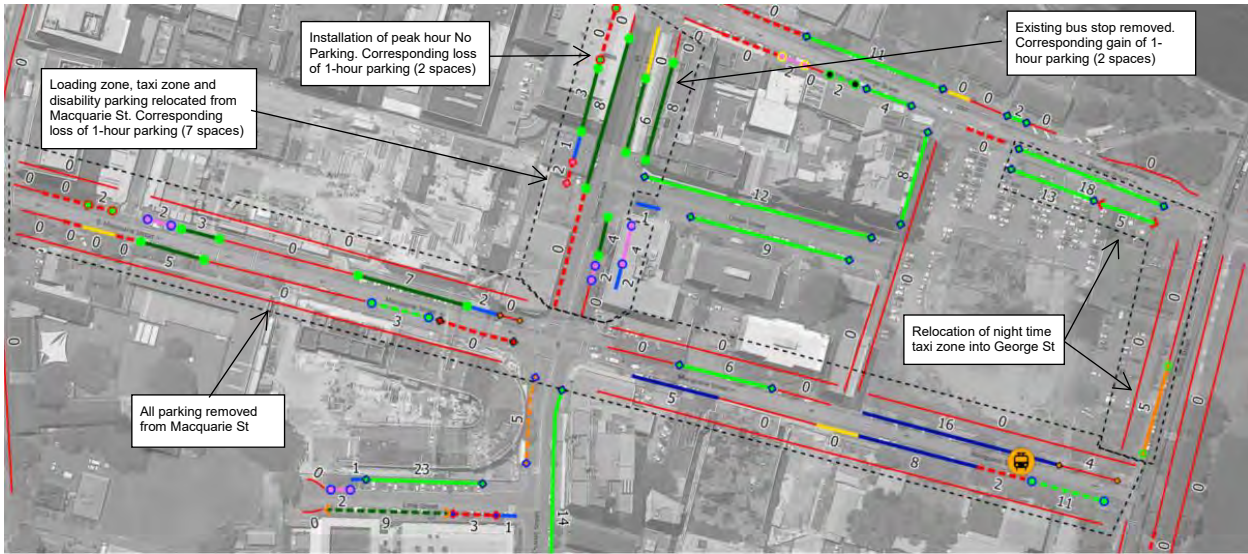
**Figure 3.63** and **Figure 3.64** show the parking conditions in Macquarie Street, between Smith Street and Harris Street, during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset

changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

### Macquarie Street

All parking on Macquarie Street is removed during construction and in the end state to facilitate the construction and design of the light rail. As shown in **Table 3.26**, between Smith Street and Harris Street, this affects loading zones, short- and medium-term parking, bus zones and disability parking.

As per the parking hierarchy disability parking and servicing requirements are to be relocated. The 64 short- and medium-term parking spaces are permanently lost and are to be absorbed into the CBD multi-level car parks.

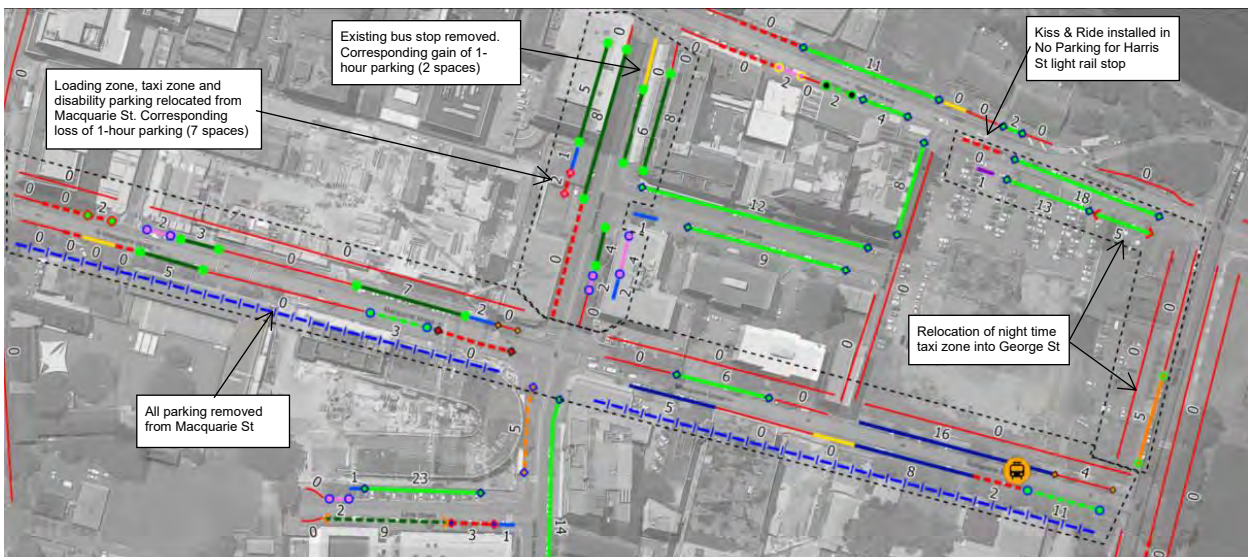


#### Legend

- 1/4P 8am-8pm M-S
- 1/4P 8am-9:30am 2pm-3:30pm M-F, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm Sat
- 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat
- 2P 8am-8pm M-F, 4P 8am-8pm Sat
- 2P 8am-8pm M-F, 4P 8am-8pm Sat, Taxi Zone 10pm-6am
- 4P 8am-8pm M-S
- Bus Zone
- Disability Parking
- Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat
- Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S
- No Parking
- No Parking (Buses and Coaches Excepted)
- No Parking (Police Vehicles Excepted)
- No Parking (Taxis Excepted)
- No Parking 6am-10am 3pm-7pm M-F, 1P 10am-3pm 7pm-8pm M-F, 2P 8am-8pm Sat
- No Parking 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat
- No Stopping
- No Stopping (Taxis Excepted 1 minute)
- P5min 8am-9:30am 2:30-4pm M-F, 2P 9:30am-2:30pm 4pm-8pm M-F, 4P 8am-8pm S
- Taxi Zone 10pm-6am, 10P 8am-6pm M-F
- Work Zone 6am-6pm M-S, 1/4P 6pm-8pm M-S

**Figure 3.63: Macquarie St (Smith St to Harris St) – Construction Parking Conditions**





**Legend**

- 1/4P 8am-8pm M-S
- 1/4P 8am-9:30am 2pm-3:30pm M-F, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm Sat
- 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat
- 2P 8am-8pm M-F, 4P 8am-8pm Sat
- 2P 8am-8pm M-F, 4P 8am-8pm Sat, Taxi Zone 10pm-6am
- 4P 8am-8pm M-S
- Bus Zone
- Disability Parking
- Kiss & Ride
- Loading Zone 8am-6pm M-F 8am-4pm Sat, 2P 6pm-8pm M-F 4pm-8pm Sat
- Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S
- LR Only (No Vehicle Access)
- No Parking
- No Parking (Buses and Coaches Excepted)
- No Parking (Police Vehicles Excepted)
- No Parking (Taxis Excepted)
- No Parking 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm Sat
- No Stopping
- No Stopping (Taxis Excepted 1 minute)
- P5min 8am-9:30am 2:30-4pm M-F, 2P 9:30am-2:30pm 4pm-8pm M-F, 4P 8am-8pm S
- Taxi Zone 10pm-6am, 10P 8am-6pm M-F
- Work Zone 6am-6pm M-S, 1/4P 6pm-8pm M-S

**Figure 3.64: Macquarie St (Smith St to Harris St) – End State Parking Conditions**

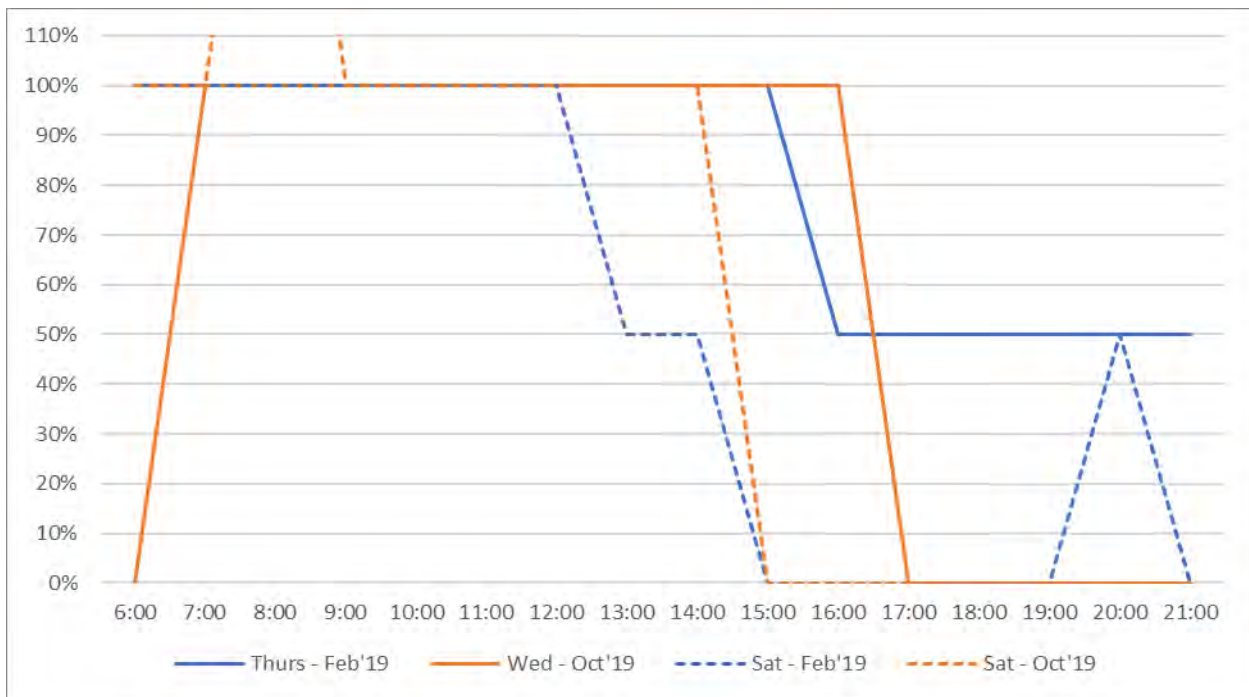
**Charles Street**

As part of the EIS, Table 6.5 of the OTTR indicates that Charles Street is to be used to replace the loss of accessibility and serving requirements from Macquarie Street. These relocations are to be installed in the existing 1-hour parking spaces.

The OTTR indicated that three disability parking spaces are to be relocated into Charles Street. The survey data of the disability parking in Macquarie Street, near Charles Street, differed from the EIS relocation requirement. The data itself also had a discrepancy, February 2019 indicated that there were only two disability parking spaces and October 2019 indicated that there is only one disability parking space.

**Figure 3.65** shows the occupancy of the disability parking over both the February and October survey period. The data indicates the disability parking is generally 100% utilised between 07:00 to 16:00. As a result, it is proposed to adopt the OTTR relocation requirement and provide three disability parking spaces within Charles Street.

Two spaces are to be provided on the eastern kerb and one space provided on the western kerb. This creates an additional 60 and 100 metres of walking for current users of the spaces on Macquarie Street.



**Figure 3.65: Macquarie St (near Charles St) Disability Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019 and Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

The existing loading zone in Macquarie Street, near Barrack Lane, is to be relocated into Charles Street. The relocation is to be co-located with the existing loading zone in Charles Street on the eastern kerb north of Macquarie Street. This existing loading zone in Charles Street is shifted further north to provide the two disability parking spaces as close as possible to Macquarie Street. This relocation results in the removal of two spaces of 1-hour parking from Charles Street during construction and in the end state.

Table 6.5 of the OTTR indicates that there is a taxi zone with a capacity of two spaces in Macquarie Street to be relocated into Charles Street. The survey data in February and October did not identify any current taxi zone on Macquarie Street in this area. Site visits have also confirmed this restriction is not currently provided. However, two spaces for of No Parking (Taxis Excepted) have been provided in Charles Street on the western kerb within the 1-hour parking. This results in two 1-hour parking spaces being removed from Charles Street during construction and in the end state. NSW Taxi Council noted the phantom rank relocation from Macquarie Street into Church Street near Union Street and were in support of this space being provided. Noting the it would provide additional wait space for taxis which will prove useful.

During construction, Charles Street has been identified for use as a detour route for northbound traffic on Harris Street. This detour is expected to increase the demand for right turns from Charles Street into George Street. As a result, it is proposed to install a no parking restriction during peak-periods in Charles Street on the northbound approach to George Street. This provision is anticipated to reduce queueing in Charles Street by providing additional space for vehicles to pass the right turn queue into George Street. This requires the removal of two 1-hour parking spaces from Charles Street during construction only. In the end state the existing parking conditions are reinstated.

In total, the accessibility and serving relocations into Charles Street during construction and end state reduce the number of 1-hour parking spaces by nine and seven spaces respectively. The loss of these 1-hour parking spaces is to be absorbed into the surrounding area where possible, or into the CBD multi-level car parks.

## *Harris Street*

In Harris Street, between Macquarie Street and George Street, the only existing parking is five spaces for a night time taxi zone and 10-hour parking during the day. These spaces are removed during construction and in the end state.

The 10-hour parking is not to be replaced and it is anticipated that users will need to find alternative parking options to the east or use the multi-level car parks. The night time taxi zone provides a key servicing function to the Albion Hotel and was installed as part of a council initiative. As a result, it is proposed to relocate it into George Street for both construction and the end state.

This relocation is unopposed by the NSW Taxi Council as the new location still appears to be in a convenient location.

## *George Street (Harris Street to Argus Lane)*

As part of the Enabling Works, George Street is converted to a two-way road with parking on both the northern and southern kerb. As part of this change the parking throughout George Street was adjusted to suit the new traffic arrangement. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works along George Street are shown as the existing parking conditions.

Further changes are required in George Street, between Harris Street and Argus Lane, to accommodate parking requirements from the Civil Infrastructure Works.

As noted above, the night time taxi zone from Harris Street is to be relocated into George Street to continue to service the Albion Hotel and surrounding area. This relocation does not impact the 2-hour / 4-hour parking restriction between 8am to 8pm. The loss of five unrestricted spaces between 10pm-6am will need to be accommodated in the surrounding area.

CoPC had requested an indented kiss and ride be provided in Macquarie Street east of Argus Lane to service the Harris Street Stop. Subsequent review of the design indicated that footpath widths and swept paths did not allow for this provision. As a result two alternate kiss and ride locations are to be provided, one in George Street (**Figure 3.64**) and another in Hassall Street (**Section 3.3.9.2 - End State Figure 3.68**).

The existing no parking on the southern kerb of George Street, near Argus Lane, is proposed to be formalised as a kiss and ride. The kiss and ride is to be provided to service the Harris Street light rail stop. This change is only required in the end state, and as it is within existing no parking has a limited impact on parking.

### **3.3.8.3 Timing of Changes**

Construction of the light rail infrastructure in Macquarie Street, between Smith Street and Harris Street, is anticipated to begin in March 2020. At this time all parking will be permanently removed from Macquarie Street and the necessarily relocations into Charles Street installed.

The works within Harris Street are expected to begin in April 2020. At this time the night time taxi zone and 10-hour parking is to be removed permanently and the night time taxi zone installed in George Street.

The no parking during peak periods provision in Charles Street is to be installed in March 2020 and anticipated to be in place for 6-12 months while the detour route is operational.

The kiss and ride in George Street is to be installed around the time of light rail opening in 2023.

### 3.3.9 Hassall Street

Parking at the intersection of Hassall Street and Harris Street is affected by the installation of a signalised intersection. Parking within Hassall Street is affected to accommodate the statutory no stopping lengths.

**Table 3.27** shows the existing parking spaces within Hassall Street and Harris Street to identify changes within each street during both construction and the end state.

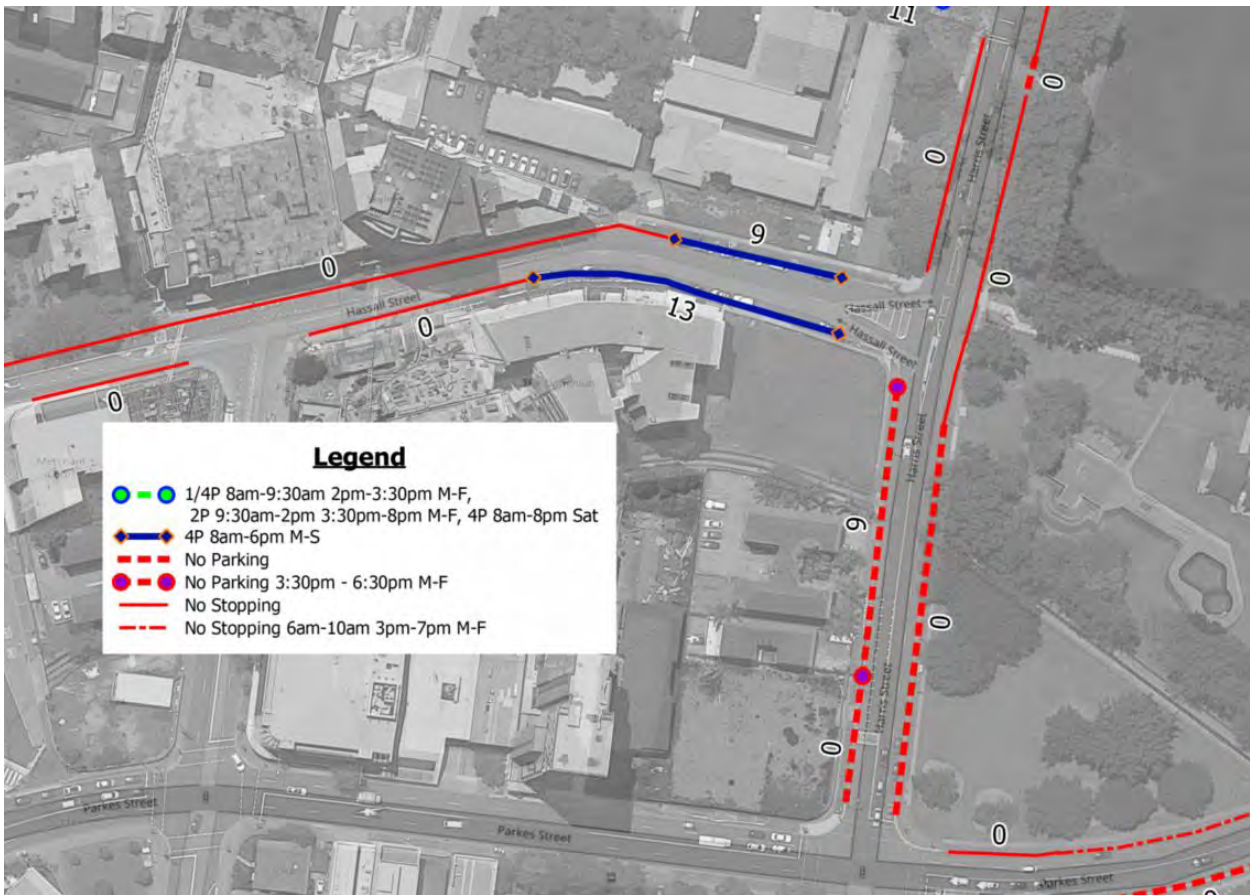
**Table 3.27: Hassall St and Harris St – Total Parking Impacts**

| Parking Restriction                                                                         | No. Spaces |              |           |
|---------------------------------------------------------------------------------------------|------------|--------------|-----------|
|                                                                                             | Existing   | Construction | End State |
| <b>Hassall Street (Harris Street to Wigram Street)</b>                                      |            |              |           |
| 4P 8am-6pm M-S                                                                              | 22         | 13           | 16        |
| No Parking 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm 4pm-8pm M-F                  | 0          | 2            | 2         |
| Kiss & Ride                                                                                 | 0          | 0            | 1         |
| <b>Total</b>                                                                                | <b>22</b>  | <b>15</b>    | <b>19</b> |
| <b>Harris Street (Macquarie Street to Parkes Street)</b>                                    |            |              |           |
| No Parking 6:30am-9:30am 3:30pm-6:30pm M-F, 2P 9:30am-3:30pm 6:30pm-8pm M-F, 4P 8am-6pm Sat | 9          | 3            | 9         |
| 4P 8am-6pm M-S                                                                              | 0          | 6            | 0         |
| <b>Total</b>                                                                                | <b>9</b>   | <b>9</b>     | <b>9</b>  |

#### 3.3.9.1 Existing Condition

The existing parking restrictions at the Hassall Street and Harris Street Intersection that are impacted by the Civil Infrastructure Works are shown in **Figure 3.66**. The parking capacity along each restriction is shown by a number adjacent to the restriction.





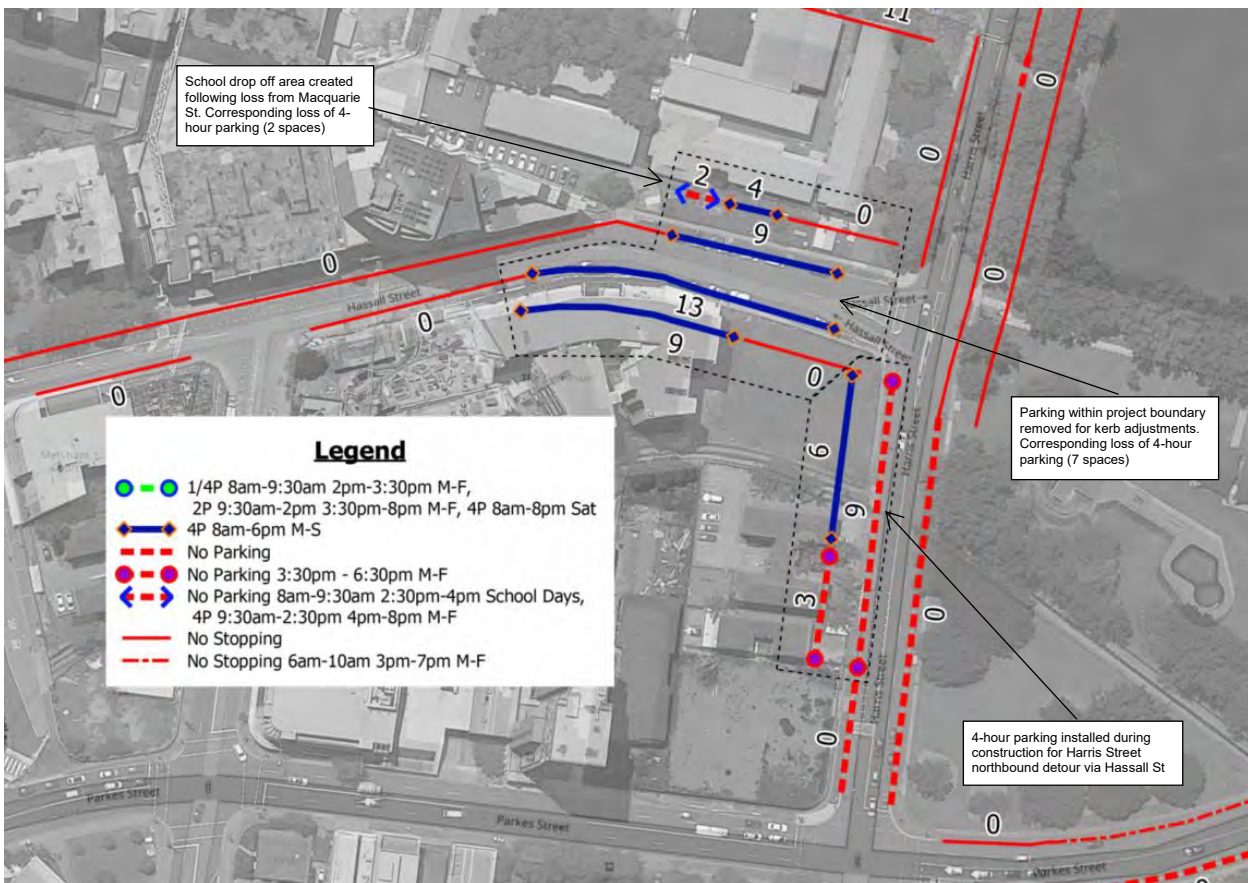
**Figure 3.66: Hassall St and Harris St Intersection – Existing Parking Conditions**

### 3.3.9.2 Impacts and Mitigation

#### Construction

During construction, it is currently proposed to restrict Harris Street traffic to southbound only between George Street and Hassall Street. This requires changes to the intersection of Harris Street and Hassall Street to facilitate a detour along Hassall Street, Charles Street and George Street.

**Figure 3.67** shows the parking conditions at the Hassall Street and Harris Street Intersection during construction for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.67: Hassall St and Harris St Intersection – Construction Parking Conditions**

A new No Parking 8am-9:30am 2:30pm-4pm School Days is proposed to be installed on the northern kerb at the eastern end of the 4-hour parking restriction. This is to be provided for the school that has its access and drop off area on Macquarie Street removed during construction and the end state. This requires the removal of two 4-hour parking spaces.

During construction a worst-case scenario has been considered where all parking within the project boundary in Hassall Street is lost to facilitate construction activities and kerb adjustments. The extents also consider the proposed detour operation for Harris Street. This reduces the extent of 4-hour parking by seven spaces.

To facilitate utility work at the intersection of Harris Street and Macquarie Street, it is currently proposed to remove northbound traffic from Harris Street between Hassall Street and George Street. All northbound traffic on Harris Street will be merged into one lane and turn into Hassall Street to access the detour on Charles Street. As a result, it is proposed to install six 4-hour parking spaces on the western kerb of Harris Street to create the merge in advance of the intersection. This provision will push traffic into the existing right-hand lane to turn left into Hassall Street where turning movements are more easily accommodated. The additional 4-hour parking also helps to offset the loss of 4-hour parking from within Hassall Street. This requires the removal of the afternoon peak no parking restriction during construction only. Following completion of the utility works at Harris Street and Macquarie Street intersection and in the end state the existing parking conditions in Hassall Street are reinstated.

In the worst case-scenario when the detour is not operational there is a total of nine 4-hour parking spaces removed from Hassall Street during construction as a result of the removals in Hassall Street. While the detour is operation and additional parking created in Harris Street the

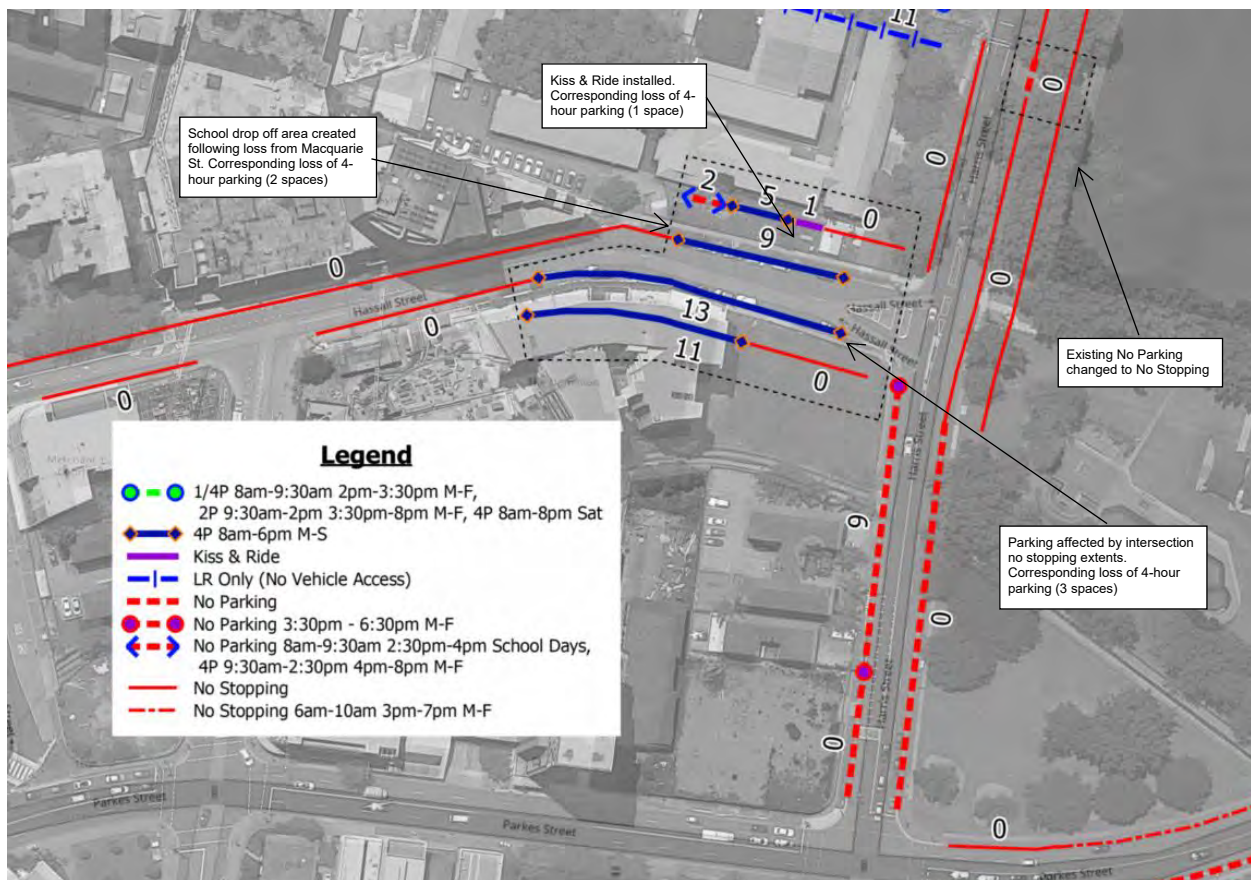


loss of 4-hour parking is only three spaces. The loss of these 4-hour parking spaces is to be absorbed into the surrounding area where possible, or into the CBD multi-level car parks.

### End State

In the end state the intersection of Harris Street and Hassall Street is converted to a signalised intersection. Parking within Hassall Street is affected to provide the required no stopping extents for the intersection and to suit kerb adjustments.

**Figure 3.68** shows the parking conditions at the Hassall Street and Harris Street intersection in the end state for the Civil Infrastructure Wo. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.68: Hassall St and Harris St Intersection – End State Parking Conditions**

The No Parking 8am-9:30am 2:30pm-4pm School Days installed during construction is to be retained in the end state. This requires the removal of two 4-hour parking spaces.

As part of the EIS, the OTTR indicated that the existing no parking on the eastern kerb of Harris Street is to be formalised as the kiss and ride for the Harris Street light rail stop. It is expected that the light rail will increase the use of this no parking area and with the southbound traffic on Harris Street there is a safety concern regarding unexpected stopping at this location. As a result, it is proposed to remove this existing no parking restriction. In addition to the kiss and ride provided in George Street (**Section 3.3.8.2 Figure 3.64**) a second kiss and ride is to be provided in Hassall Street within the 4-hour parking to service the Harris Street light rail stop. This results in the loss of one 4-hour parking space.

With the installation of a signalisation intersection the extent of no stopping in Hassall Street is required to be extended to meet the statutory requirements. This results in an additional loss of 4-hour parking spaces. On the northern kerb one space is lost and on the southern kerb two spaces are lost in the end state.

In total six 4-hour parking spaces are removed from Hassall Street in the end state. The loss of these 4-hour parking spaces is to be absorbed into the surrounding area where possible, or into the CBD multi-level car parks.

### **3.3.9.3 Timing of Changes**

The utility works at the Harris Street and Macquarie Street intersection that require the detour at Harris Street and Hassall Street intersection are expected to begin in March 2020. At this time the construction parking conditions will be implemented for a period of 6-12 months.

Construction at the intersection of Harris Street and Hassall Street is to begin in April 2020.

Following the completion of utility works the 4-hour parking installed on Harris Street is to be removed and the existing no parking restriction reinstated.

The kiss and ride in Hassall Street is to be installed around the time of light rail opening in 2023.

### 3.3.10 George Street (Harris Street to Noller Parade)

Parking along George Street, between Harris Street and Noller Parade, is directly affected by the light rail alignment, which reduces traffic to two eastbound traffic lanes. All parking along this section of George Street is removed.

As part of the Enabling Works, George Street is converted to a two-way road, between O'Connell Street and Harris Street. The extent of works associated with this change extends approximately 100 metres east of the George Street and Harris Street Intersection. As part of this change the parking throughout George Street was adjusted to suit the new traffic arrangement. Details of this can be found in **Volume 1.2** of the Project Wide Parking Management Strategy. The changes from the Enabling Works along George Street are shown as the existing parking conditions.

**Table 3.28** shows the existing parking spaces within George Street, between Harris Street and Noller Parade, to identify changes to parking numbers during construction and the end state.

**Table 3.28: George St (Harris St to Noller Pde) – Total Parking Impacts**

| Parking Restriction                                   | No. Spaces |              |           |
|-------------------------------------------------------|------------|--------------|-----------|
|                                                       | Existing   | Construction | End State |
| <b>George Street (Harris Street to Noller Parade)</b> |            |              |           |
| 10P 8am-6pm M-F                                       | 79         | 0            | 0         |
| 2P 8am-6pm M-F                                        | 4          | 0            | 0         |
| <b>Total</b>                                          | <b>83</b>  | <b>0</b>     | <b>0</b>  |

#### 3.3.10.1 Existing Condition

The existing parking restrictions along George Street, between Harris Street and Noller Parade, that are impacted by the Civil Infrastructure Works are shown in **Figure 3.69**. The parking capacity along each restriction is shown by a number adjacent to the restriction.



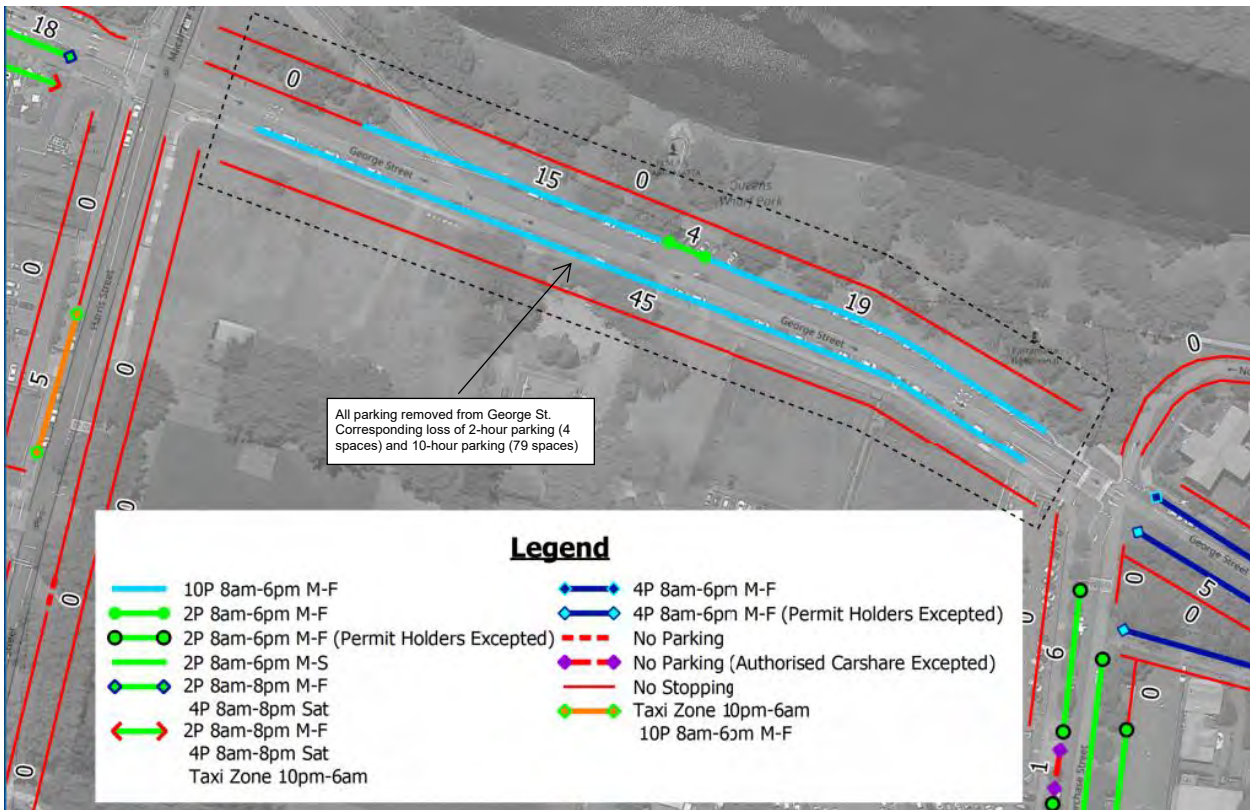
**Figure 3.69: George St (Harris St to Noller Pde) – Existing Parking Conditions**

As part of the Enabling Works, the works associated with the conversion of George Street to two-way removed six 10-hour parking spaces during construction. Following construction these are reinstated. The enabling works close the gas works bridge underpass and provided an additional seven 10-hour parking spaces. These changes from the Enabling Works along George Street are shown as the existing parking conditions.

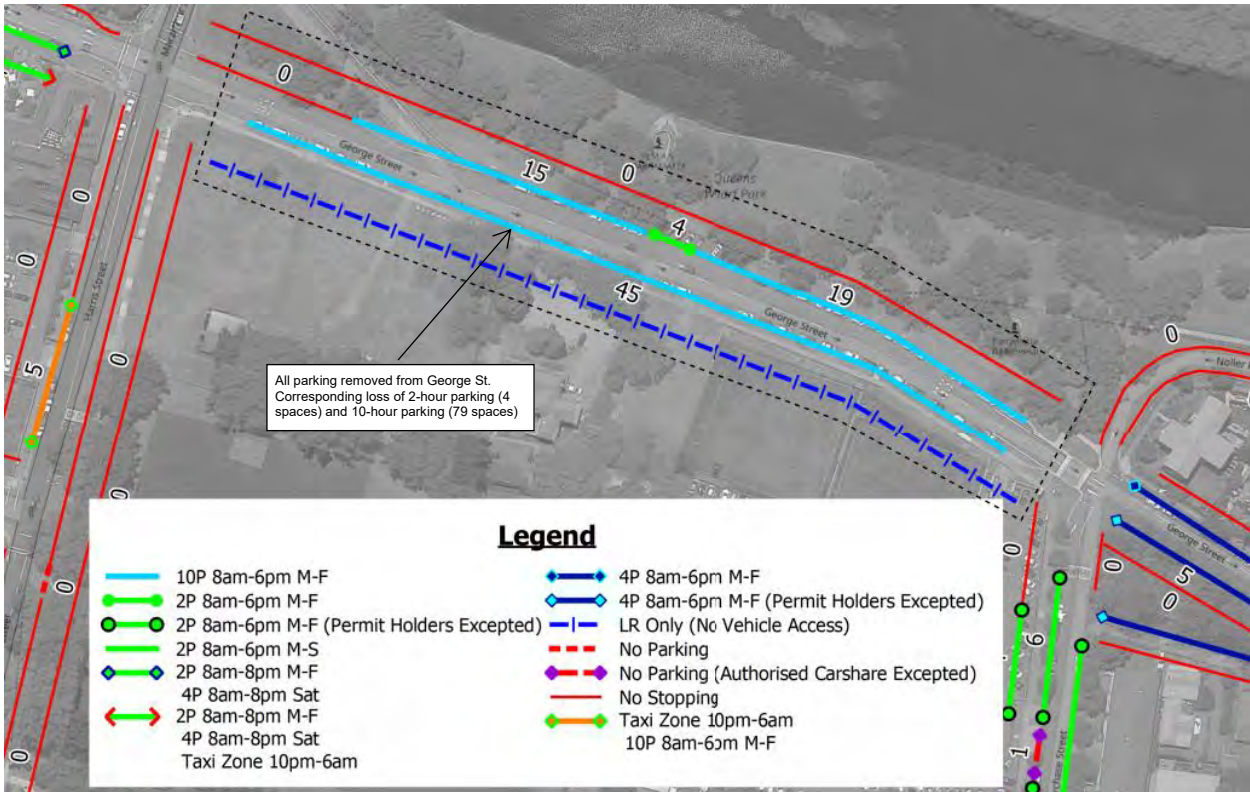
### 3.3.10.2 Impacts and Mitigation

**Figure 3.70** and **Figure 3.71** show the parking conditions in George Street, between Harris Street and Noller Parade, during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.70: George St (Harris St to Noller Pde) – Construction Parking Conditions**



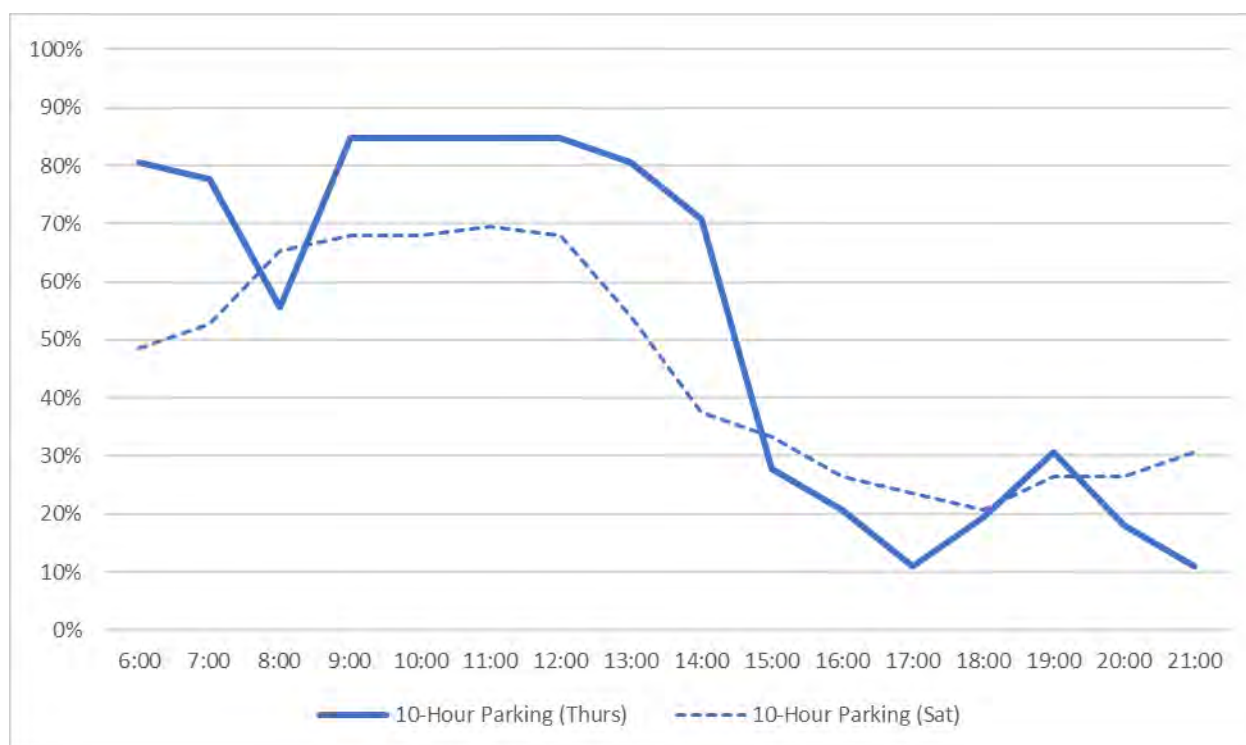
**Figure 3.71: George St (Harris St to Noller Pde) – End State Parking Conditions**

The existing 79 10-hour parking spaces and four 2-hour parking spaces on George Street are to be removed during both construction and end state to facilitate the light rail alignment. As per

Table 6.5 of the EIS OTTR this parking is not to be replaced, indicating that this removal could be viewed as a demand management approach to encourage mode shift.

Following the Enabling Works and the closure of the Gasworks Bridge Underpass, seven 10-hour parking spaces were added. **Figure 3.72** shows the occupancy of the 10-hour parking prior to these seven spaces being added. As indicated **Volume 1.2** of the Project Wide Parking Management Strategy, the Thursday peak between 09:00 to 14:00 and dramatic decrease after 14:00 suggests these spaces may be used by workers whose shift finishes early in the afternoon. The analysis suggested that these spaces are required in the daytime but less essential in the off-peak.

With the removal of the 10-hour and 2-hour parking spaces it is anticipated users will need to find alternative parking further east or park within the CBD multi-level car parks. The nearest CBD car park is the Eat Street car park, which is 1.4km away. It should be noted that parking will be redistributed based on where users are accessing.

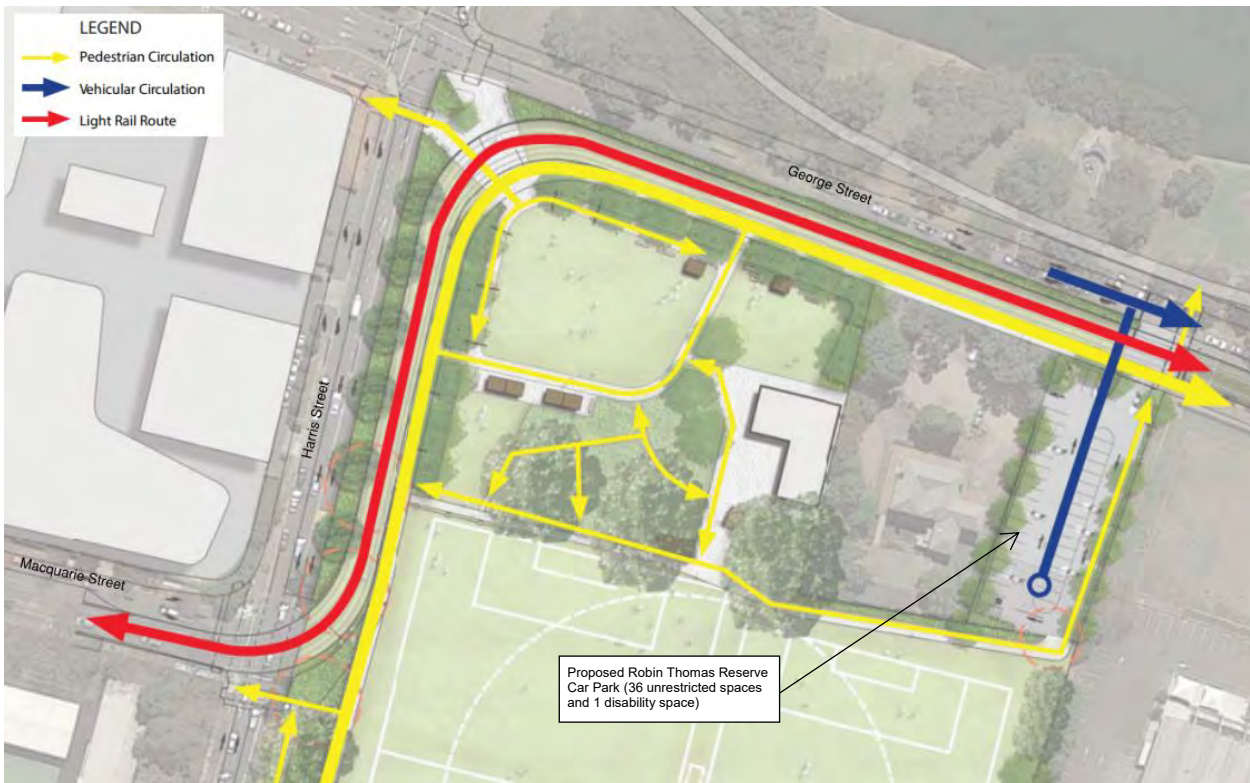


**Figure 3.72: George St 10-Hour Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

### *Robin Thomas Reserve*

CoPC have developed a master plan for Robin Thomas and James Ruse Reserves. This includes the construction of a new off-street car park accessed off George Street with a combined accessway for Ellangowan House. **Figure 3.73** shows the proposed car park location and the vehicular interaction with the light rail. The car park is planned to have 36 unrestricted spaces and one disability parking space. Due to uncertainty around the timing of construction of the car park these additional spaces have not been considered as part of the parking strategy.





**Figure 3.73: Robin Thomas Reserve Circulation Hierarchy**  
 (Source: Robin Thomas and James Ruse Reserves: Final Master Plan Report 23 May 2018)

### 3.3.10.3 Timing of Changes

Construction of the light rail infrastructure along George Street between Harris Street and Noller Parade is anticipated to begin in April 2020. At this time all parking will be permanently removed from George Street.

### 3.3.11 Phillip Street

In the eastern end of Phillip Street, near Charles Street, a new bus zone is to be installed that requires the removal of existing parking. This new bus stop is to function as a terminating bus stop and layover area for local bus routes.

**Table 3.29** shows the existing parking spaces within Phillip Street to identify changes within each street during both construction and the end state.

**Table 3.29: Phillip St – Total Parking Impacts**

| Parking Restriction                                              | No. Spaces |              |           |
|------------------------------------------------------------------|------------|--------------|-----------|
|                                                                  | Existing   | Construction | End State |
| <b>Phillip St (Charles Street to Smith Street)</b>               |            |              |           |
| 2P 8am-8pm M-F, 4P 8am-8pm Sat                                   | 29         | 23           | 23        |
| Loading Zone 8am-6pm M-F 8am-4pm Sat, 4P 6pm-8pm M-F 4pm-8pm Sat | 1          | 1            | 1         |
| Mail Zone                                                        | 1          | 1            | 1         |
| Disability Parking                                               | 3          | 3            | 3         |
| No Stopping (Taxis Excepted 1 minute)                            | 2          | 2            | 2         |
| Loading Zone 8am-6pm M-S, 2P 6pm-8pm M-S                         | 1          | 1            | 1         |
| Bus Zone                                                         | 1          | 2            | 2         |
| <b>Total</b>                                                     | <b>38</b>  | <b>33</b>    | <b>33</b> |

#### 3.3.11.1 Impacts and Mitigations

The bus stop is proposed to be in an existing 2P 8am-8pm M-F, 4P 8am-8pm Sat parking area. The installation of the bus stop requires the removal of six spaces of this 2-hour and 4-hour parking. No mitigations are proposed. It is anticipated the loss of six spaces will either be distributed into the surrounding network or into the multi-level car parks.

#### 3.3.11.2 Timing of Changes

The installation of this new bus zone and layover is targeted for February 2020.

### 3.4 Rosehill and Camellia Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the Rosehill and Camellia Precinct.

#### 3.4.1 Summary of Impacts

The main works within the Rosehill and Camellia Precinct are west of James Ruse Drive, along George Street and Tramway Avenue, to construct the new light rail corridor. The majority of the works east of James Ruse Drive are confined to the T6 Carlingford and Sandown line, except for Grand Avenue North.

A summary of the existing parking types is shown in **Table 3.30** and is compared against the proposed parking spaces both during construction and in the end state for the Rosehill and Camellia Precinct. The parking mitigation measures in Rosehill and Camellia are in line with the parking hierarchy and aim to confirm there is enough parking capacity in the surrounding area to accommodate the parking needs of residents during construction and in the end state.

**Table 3.30: Rosehill and Camellia Precinct – Summary of Parking Impacts**

| Parking Restriction              | No. Spaces |              |            |
|----------------------------------|------------|--------------|------------|
|                                  | Existing   | Construction | End State  |
| 2-Hour Parking (Permit Excepted) | 47         | 35           | 45         |
| 4-Hour Parking (Permit Excepted) | 107        | 103          | 107        |
| 4-Hour Parking                   | 26         | 0            | 0          |
| Unrestricted                     | 591        | 361          | 365        |
| Disability Parking               | 2          | 2            | 2          |
| Kiss & Ride                      | 0          | 0            | 2          |
| Bus Zone                         | 4          | 2            | 2          |
| No Parking - Special Exceptions  | 8          | 8            | 8          |
| <b>Total</b>                     | <b>785</b> | <b>511</b>   | <b>531</b> |

As part of the EIS, Table 6.2 and Table 6.7 of the OTTR indicated that 157 on-corridor spaces and zero off-corridor spaces are removed by the project. **Table 3.30** indicates a total loss of 254 spaces. This exceeds the EIS estimate by 97 spaces. These additional losses are from side roads that intersect the light rail alignment and the calculation of available parking in Grand Avenue North.

#### 3.4.2 Parking Surveys

Parking occupancy surveys of the Rosehill and Camellia Precinct were carried out at different times for the Enabling Works and Civil Infrastructure Works.

The Enabling Works carried out surveys from 06:00 to 22:00 on Thursday 7<sup>th</sup> and Saturday 9<sup>th</sup> February 2019. The roads covered included George Street, Purchase Street, Alfred Street, Noller Parade, River Road West, Tramway Avenue and Arthur Street.

For the Civil Infrastructure Works additional parking occupancy surveys were undertaken for the T6 Carlingford Line and included Camellia Station and Grand Avenue North. These surveys were undertaken from 06:00 to 21:00 on Wednesday 14<sup>th</sup> and Saturday 17<sup>th</sup> August 2019.

The extent of the additional survey scope was determined based on an understanding of parking impacts arising in Grand Avenue North, and closure of the T6 line commuter car parks.

Subsequent analysis of the data and understanding of additional parking losses expected to occur on the east side of the T6 Camellia Station identified the need to undertake further parking survey within the precinct in order to fully understand the impact of the potential loss of additional car parking spaces between the commuter car park and Grand Avenue. Parking losses expected west of James Ruse Drive identified the need to survey streets south of Hassall Street.

This additional survey was carried out from 06:00 to 22:00 on Wednesday 16<sup>th</sup> and Saturday 19<sup>th</sup> October 2019.

Raw data from the survey is attached in **Appendix A**.

### 3.4.3 George Street, Alfred Street and Tramway Avenue

Parking along George Street (east of Noller Parade), Alfred Street and Tramway Avenue, is directly affected by the light rail alignment, which reduces traffic to a single traffic lane in each direction. All parking along these streets is removed. Parking within Noller Parade, Purchase Street, River Road West and Arthur Street is affected by works near their intersections with the light rail alignment and from parking relocations.

**Table 3.31** shows the existing parking spaces within George Street, Alfred Street, Tramway Avenue, Purchase Street, Noller Parade, River Road West and Arthur Street to identify changes to parking numbers during construction and the end state.

**Table 3.31: George St, Alfred St, Tramway Ave and Surrounding Streets – Total Parking Impacts**

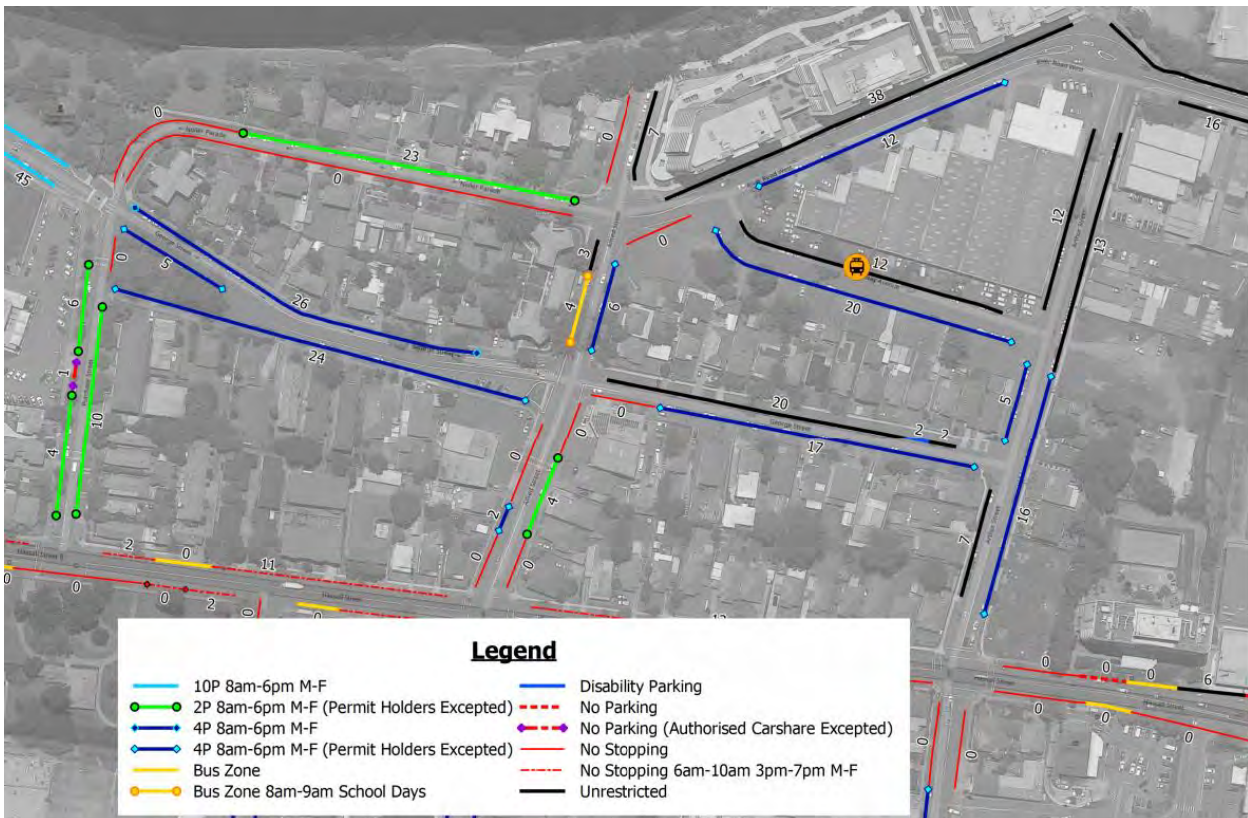
| Parking Restriction                                   | Existing  | No. Spaces Construction | End State |
|-------------------------------------------------------|-----------|-------------------------|-----------|
| <b>George Street (Noller Parade to Arthur Street)</b> |           |                         |           |
| 4P 8am-6pm M-F                                        | 26        | 0                       | 0         |
| 4P 8am-6pm M-F (Permit Holders Excepted)              | 46        | 32                      | 34        |
| Unrestricted                                          | 22        | 0                       | 0         |
| Disability Parking                                    | 2         | 2                       | 2         |
| <b>Total</b>                                          | <b>96</b> | <b>34</b>               | <b>36</b> |
| <b>Noller Parade</b>                                  |           |                         |           |
| 2P 8am-6pm M-F (Permit Holders Excepted)              | 23        | 20                      | 23        |
| <b>Total</b>                                          | <b>23</b> | <b>20</b>               | <b>23</b> |
| <b>River Road West</b>                                |           |                         |           |
| 4P 8am-6pm M-F (Permit Holders Excepted)              | 12        | 30                      | 32        |
| Unrestricted                                          | 72        | 50                      | 50        |
| <b>Total</b>                                          | <b>84</b> | <b>80</b>               | <b>82</b> |
| <b>Purchase Street</b>                                |           |                         |           |
| 2P 8am-6pm M-F (Permit Holders Excepted)              | 20        | 12                      | 18        |
| No Parking (Authorised Carshare Excepted)             | 1         | 1                       | 1         |
| <b>Total</b>                                          | <b>21</b> | <b>13</b>               | <b>19</b> |
| <b>Alfred Street (north of Hassall Street)</b>        |           |                         |           |
| Unrestricted                                          | 10        | 0                       | 0         |
| 4P 8am-6pm M-F (Permit Holders Excepted)              | 8         | 7                       | 7         |
| Bus Zone 8am-9am School Days                          | 4         | 2                       | 2         |
| 2P 8am-6pm M-F (Permit Holders Excepted)              | 4         | 3                       | 4         |
| Kiss & Ride                                           | 0         | 0                       | 2         |
| <b>Total</b>                                          | <b>26</b> | <b>12</b>               | <b>15</b> |
| <b>Tramway Avenue</b>                                 |           |                         |           |
| Unrestricted                                          | 12        | 0                       | 0         |
| 4P 8am-6pm M-F (Permit Holders Excepted)              | 20        | 0                       | 0         |
| <b>Total</b>                                          | <b>32</b> | <b>0</b>                | <b>0</b>  |



| Parking Restriction                            | Existing  | No. Spaces Construction | End State |
|------------------------------------------------|-----------|-------------------------|-----------|
| <b>Arthur Street (north of Hassall Street)</b> |           |                         |           |
| Unrestricted                                   | 32        | 7                       | 7         |
| 4P 8am-6pm M-F (Permit Holders Excepted)       | 21        | 34                      | 34        |
| <b>Total</b>                                   | <b>53</b> | <b>41</b>               | <b>41</b> |

### 3.4.3.1 Existing Condition

The existing parking restrictions along George Street (east of Noller Parade), Alfred Street and Tramway Avenue, that are impacted by the Civil Infrastructure Works are shown in **Figure 3.74**. The parking capacity along each restriction is shown by a number adjacent to the restriction.

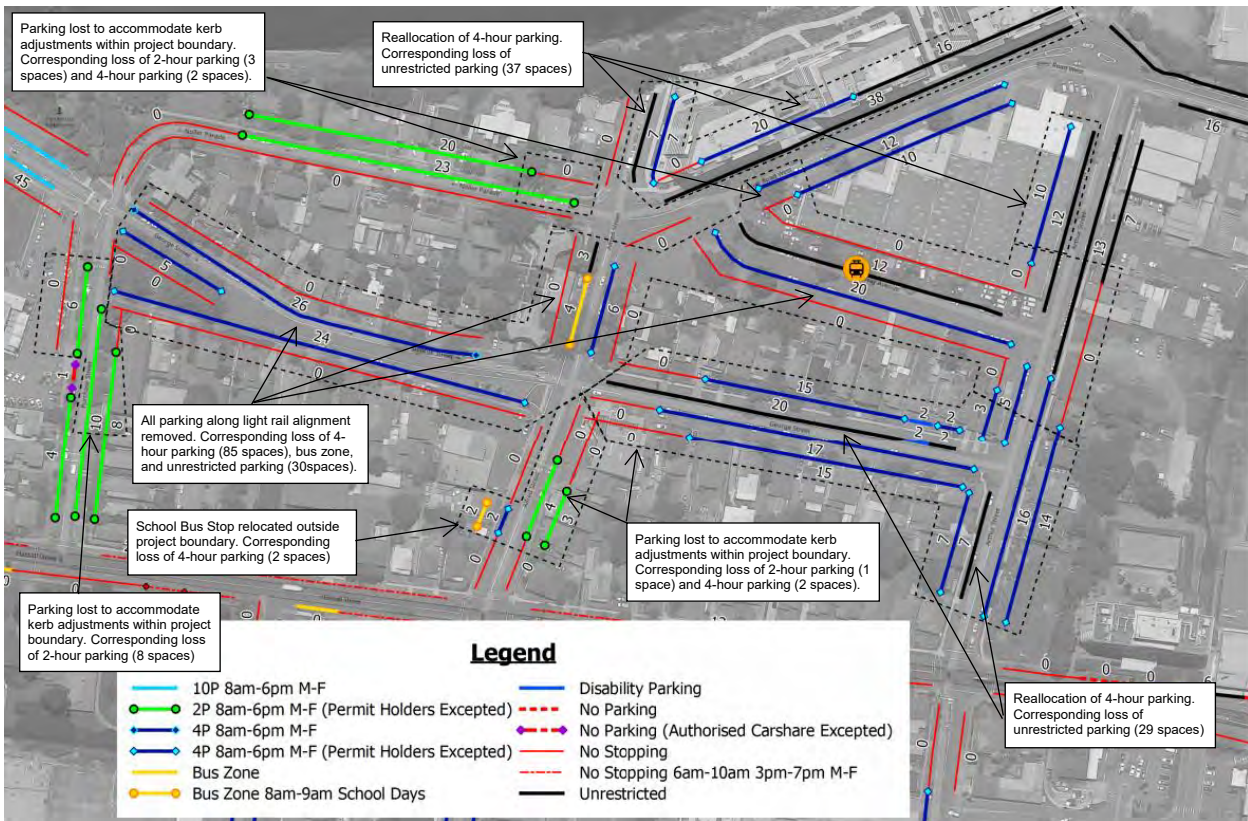


**Figure 3.74: George St, Alfred St and Tramway Ave – Existing Parking Conditions**

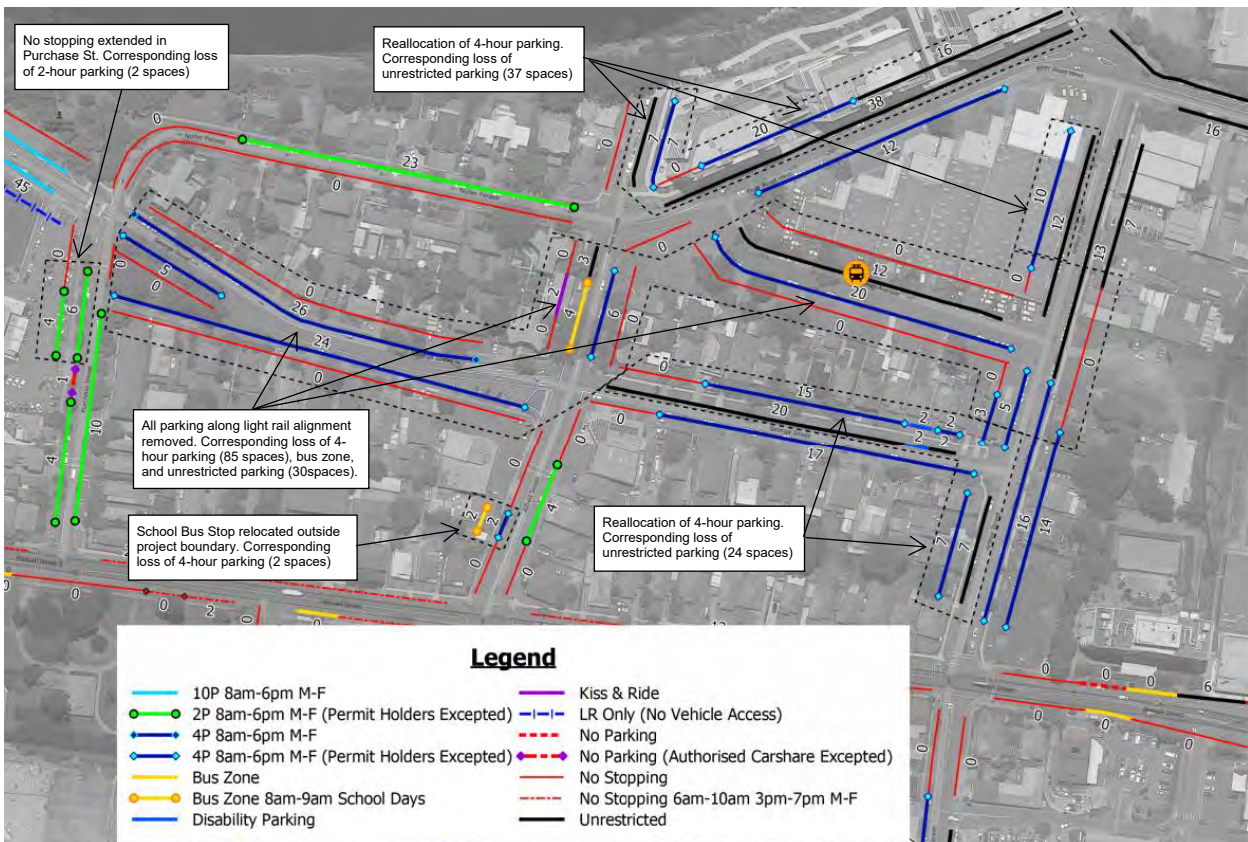
### 3.4.3.2 Impacts and Mitigation

**Figure 3.75** and **Figure 3.76** show the parking conditions in George Street (east of Noller Parade), Alfred Street and Tramway Avenue during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





**Figure 3.75: George St, Alfred St and Tramway Ave – Construction Parking Conditions**



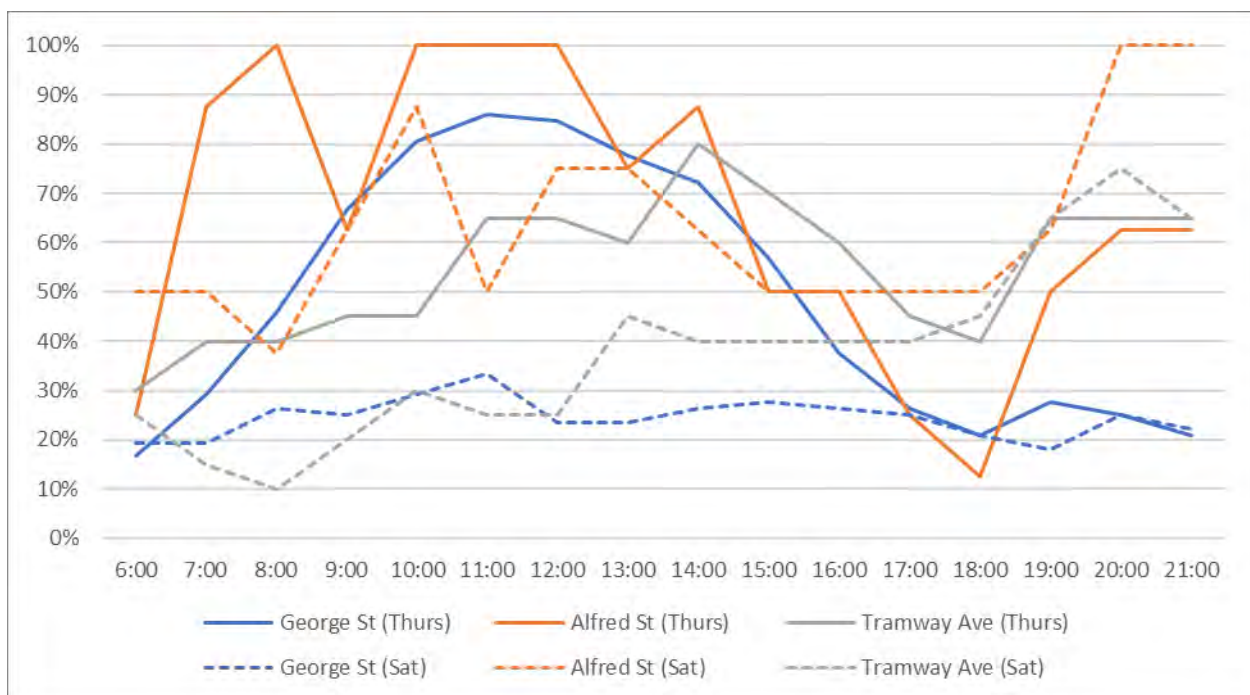
**Figure 3.76: George St, Alfred St and Tramway Ave – End State Parking Conditions**

## End State

In the end state all parking along the light rail alignment on George Street, Alfred Street and Tramway Avenue is removed to facilitate the light rail and one-lane of traffic in both directions. Parking on Arthur Street is removed where the light rail alignment crosses over from Tramway Avenue into the open reserve. This results in a loss of 26 4-hour parking spaces, 61 4-hour parking permit holders excepted spaces and 30 unrestricted parking spaces.

The existing bus zone on Alfred Street (8am-9am school days) was not identified as part of the Project's Scope and Performance Requirements. It was confirmed during the consultation workshop on the 18<sup>th</sup> November 2019 that this bus zone would need to be maintained during construction and in the end state. It is proposed to relocate this bus zone further south in Alfred Street and results in the loss of two 4-hour parking (permit holders excepted) spaces.

As part of the EIS, Table 6.6 of the OTTR indicates that there are 68 4-hour parking spaces (permit holders excepted) spaces. These are to be reallocated into River Road West, George Street (between Alfred Street and Arthur Street) and Arthur Street if required.



**Figure 3.77: George St, Alfred St and Tramway Ave 4-Hour Parking Occupancy – Thursday 7<sup>th</sup> & Saturday 9<sup>th</sup> February 2019**

**Figure 3.77** shows the occupancy of the 4-hour parking in George Street, Alfred Street and Tramway Avenue. Alfred Street reaches 100% occupancy on Thursday and Saturday, indicating this area is well utilised. On the Thursday George Street peaks between 08:00 and 16:00 reaching a maximum of 86% occupancy, while on the Saturday generally remains below 30%. Tramway Avenue reaches a maximum occupancy of 80% and 75% on Thursday and Saturday respectively.

To determine the current utilisation for resident parking in the area an average occupancy rate was calculated from four time periods when only residents are expected to be using the parking zones (Thursday at 06:00 and 21:00 and Saturday at 06:00 and 21:00). This calculation was completed for the 4-hour parking, 2-hour parking and unrestricted parking in the following streets:



- George Street (Noller Parade to Arthur Street)
- Alfred Street, north of Hassall Street
- Tramway Avenue
- Arthur Street, north of Hassall Street
- River Road West
- Noller Parade
- Purchase Street, north of Hassall Street

**Table 3.32** indicates that 48 of the 140 4-hour parking spaces in the area are expected to currently be utilised by residents. In the end state 87 spaces are removed as a result of the light rail alignment. This reduces the number of 4-hour parking spaces in the area down to 53 spaces which exceeds the current resident utilisation.

**Table 3.32: Rosehill and Camellia Resident 4-Hour Parking Utilisation**

| Street Name                       | Current Utilisation (%) | Parking Zone Capacity | Estimated Utilised Capacity |
|-----------------------------------|-------------------------|-----------------------|-----------------------------|
| George Street                     | 15                      | 26                    | 4                           |
| George Street (permit excepted)   | 22                      | 46                    | 10                          |
| Alfred Street (permit excepted)   | 59                      | 8                     | 5                           |
| Arthur Street (permit excepted)   | 34                      | 28                    | 10                          |
| River Road West (permit excepted) | 81                      | 12                    | 10                          |
| Tramway Avenue (permit excepted)  | 46                      | 20                    | 9                           |
| <b>TOTAL</b>                      |                         | <b>140</b>            | <b>48</b>                   |

**Table 3.33** indicates that 19 of the 47 2-hour parking spaces in the area are expected to currently be utilised by residents. In the end state two spaces are removed as a result of the light rail alignment. This reduces the number of 2-hour parking spaces in the area down to 45 spaces which exceeds the current resident utilisation.

**Table 3.33: Rosehill and Camellia Resident 2-Hour Parking Utilisation**

| Street Name                       | Current Utilisation (%) | Parking Zone Capacity | Estimated Utilised Capacity |
|-----------------------------------|-------------------------|-----------------------|-----------------------------|
| Alfred Street (permit excepted)   | 13                      | 4                     | 1                           |
| Noller Parade (permit excepted)   | 43                      | 23                    | 10                          |
| Purchase Street (permit excepted) | 39                      | 20                    | 8                           |
| <b>TOTAL</b>                      |                         | <b>47</b>             | <b>19</b>                   |

**Table 3.34** indicates that 83 of the 148 unrestricted parking spaces in the area are expected to currently be utilised by residents. In the end state 30 spaces are removed as a result of the light rail alignment. In addition to this loss of parking spaces, 61 unrestricted spaces are changed to 4-hour parking (permit excepted) to mitigate the loss of 4-hour parking (permit excepted). This reduces the number of unrestricted parking spaces in the area down to 57 spaces.

**Table 3.34: Rosehill and Camellia Resident Unrestricted Parking Utilisation**

| Street Name     | Current Utilisation (%) | Parking Zone Capacity | Estimated Utilised Capacity |
|-----------------|-------------------------|-----------------------|-----------------------------|
| Alfred Street   | 63                      | 10                    | 6                           |
| Tramway Avenue  | 52                      | 12                    | 6                           |
| River Road West | 56                      | 72                    | 40                          |
| George Street   | 55                      | 22                    | 12                          |
| Arthur Street   | 59                      | 32                    | 19                          |
| <b>TOTAL</b>    |                         | <b>148</b>            | <b>83</b>                   |

Within the area there is currently a total of 335 spaces. The current utilisation of these by residents is calculated to be 150 spaces. The loss of parking resulting from the light rail alignment reduces the total number of available spaces in the area by 119 spaces. The remaining available spaces in the area is 216 spaces, which exceeds the current resident utilisation of 150 spaces.

At the workshop on the 18<sup>th</sup> November 2019, CoPC indicated that the 4-hour parking (resident permit excepted) was installed to deter all-day commuters from parking here and accessing the CBD. With the removal of parking closer to the CBD it was indicated that the 4-hour parking may not be required, however requires further confirmation from CoPC. This is to be considered in the monitoring strategy for the precinct.

### Construction

During construction all parking removed in the end state is also removed. In addition to the end state losses noted above, the worst-case scenario has been considered. This includes the loss of all parking within the project boundary to construct kerb adjustments in:

- Purchase Street, at its intersection with George Street
- Noller Parade, at its intersection with Alfred Street
- River Road West, at its intersection with Alfred Street
- George Street, at its intersection with Alfred Street
- Alfred Street, at its intersection with George Street

The additional parking loss during construction includes ten 2-hour parking spaces and four 4-hour parking spaces. The end state mitigations of relocating 61 4-hour parking spaces into the unrestricted parking in the area is proposed. The loss of the 14 additional parking spaces during construction is not to be further mitigated given the current utilisation of these spaces.

#### 3.4.3.3 Timing of Changes

Construction of the light rail infrastructure along George Street, Alfred Street and Tramway Avenue is anticipated to begin in April 2020. At this time all parking will be permanently removed from these streets and the 4-hour parking (permit holders excepted) will be relocated into Alfred Street, George Street, River Road West and Arthur Street.

### 3.4.4 Grand Avenue North and Grand Avenue

In Grand Avenue North it was identified that utility works between James Ruse Drive and the T6 Carlingford and Sandown line will result in the long-term loss of existing unrestricted parking. This loss of parking will be permanent, as parking along Grand Avenue North is not reinstated in the end state design.

In Grand Avenue the parking losses are associated with the Stabling and Maintenance (SaM) Facility site entrance and temporary traffic staging arrangements to facilitate utility relocations.

**Table 3.35** shows the existing parking spaces within Grand Avenue North, Grand Avenue and Colquhoun Street to identify changes to parking numbers during construction and the end state.

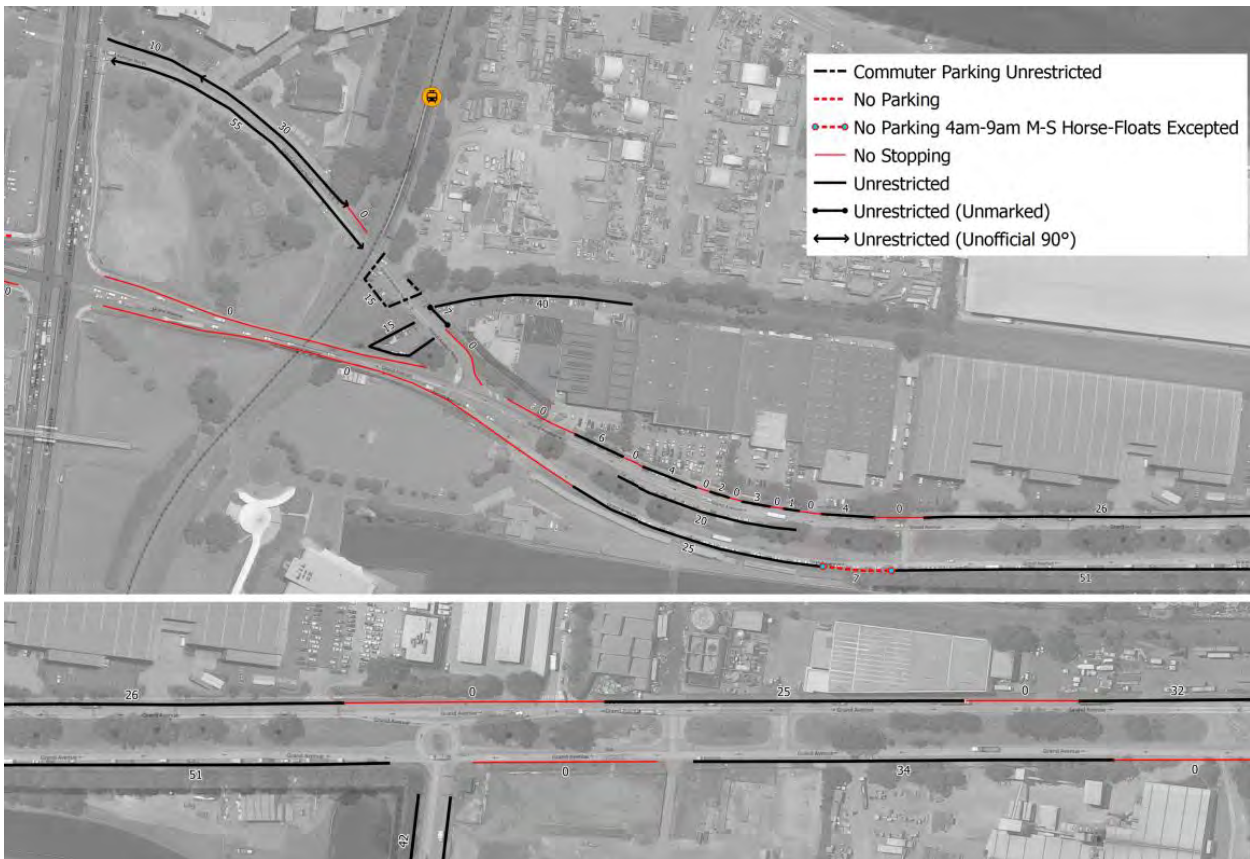
**Table 3.35: Grand Ave N, Grand Ave and Colquhoun St – Total Parking Impacts**

| Parking Restriction                              | No. Spaces |              |            |
|--------------------------------------------------|------------|--------------|------------|
|                                                  | Existing   | Construction | End State  |
| <b>Grand Avenue North</b>                        |            |              |            |
| Unrestricted                                     | 117        | 0            | 0          |
| Commuter Car Park – Unrestricted                 | 15         | 0            | 0          |
| Private Parking #1C Grand Ave                    | 40         | 0            | 0          |
| <b>Total</b>                                     | <b>172</b> | <b>0</b>     | <b>0</b>   |
| <b>Grand Avenue</b>                              |            |              |            |
| Unrestricted                                     | 233        | 226          | 230        |
| No Parking 4am-9am M-S Horse-Floats Excepted     | 7          | 7            | 7          |
| <b>Total</b>                                     | <b>240</b> | <b>233</b>   | <b>237</b> |
| <b>Colquhoun Street (300m from Grand Avenue)</b> |            |              |            |
| Unrestricted                                     | 78         | 78           | 78         |
| <b>Total</b>                                     | <b>78</b>  | <b>78</b>    | <b>78</b>  |

#### 3.4.4.1 Existing Condition

The existing parking restrictions along Grand Avenue North and Grand Avenue are shown in **Figure 3.78**. The parking capacity along each restriction is the number shown adjacent to the restriction.

The existing private parking for 1C Grand Avenue has its fence line encroaching on the Sandown Line corridor. This land is within the project boundary and as a result in the end state the fence line will be reinstated on the boundary and this parking will no longer be available. This private parking of 40 spaces will be displaced and is included in **Table 3.35**.

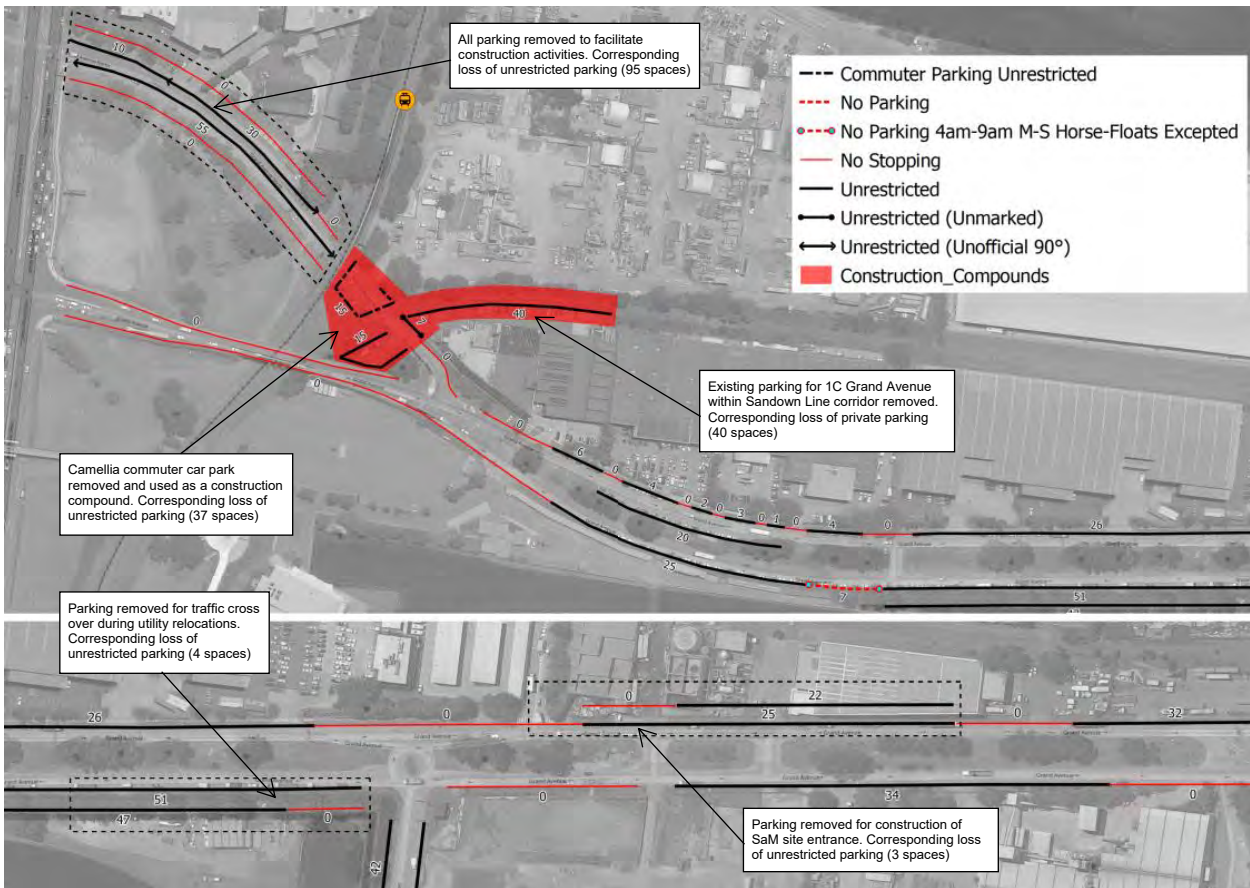


**Figure 3.78: Grand Ave and Grand Ave N – Existing Parking Conditions**

### 3.4.4.2 Impacts and Mitigation

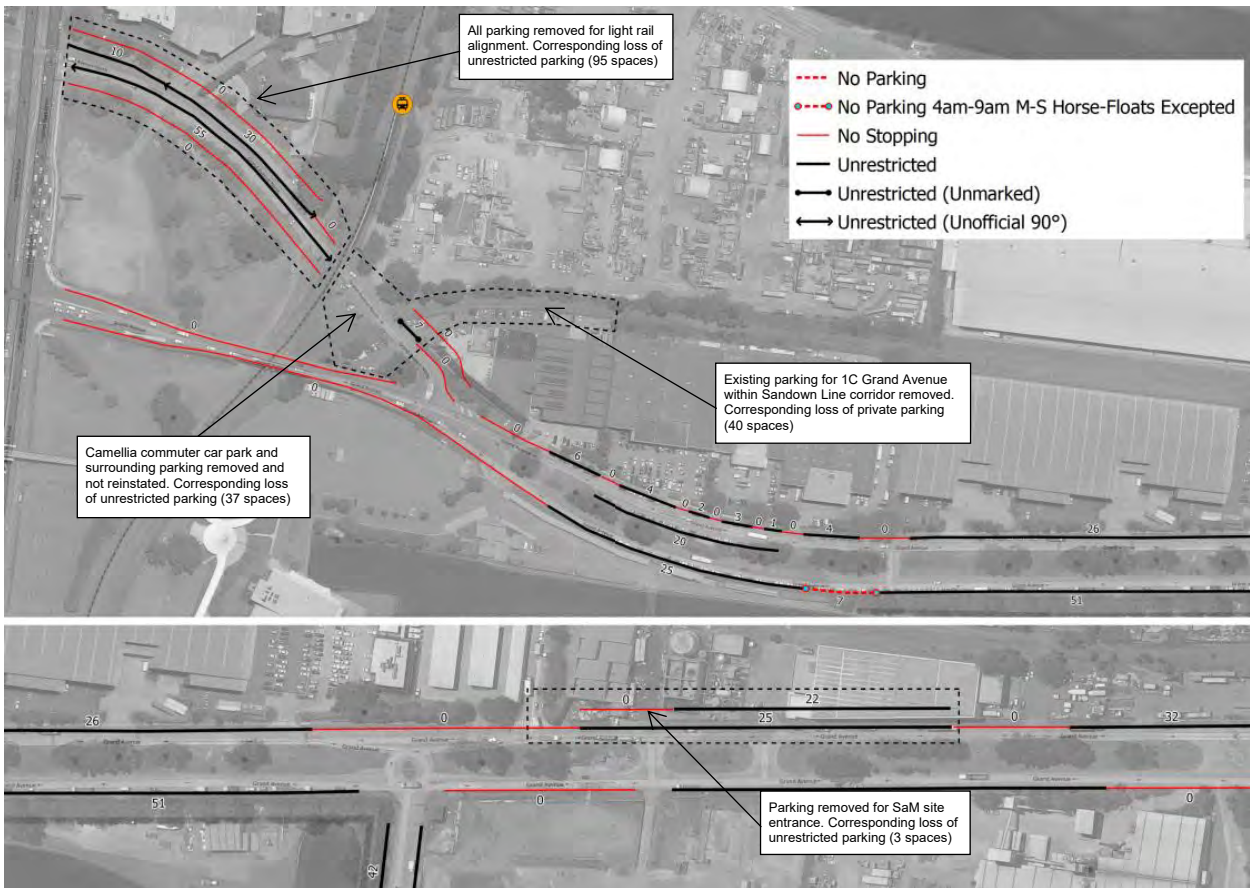
**Figure 3.79** and **Figure 3.80** show the parking conditions around Grand Avenue North and Grand Avenue during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.





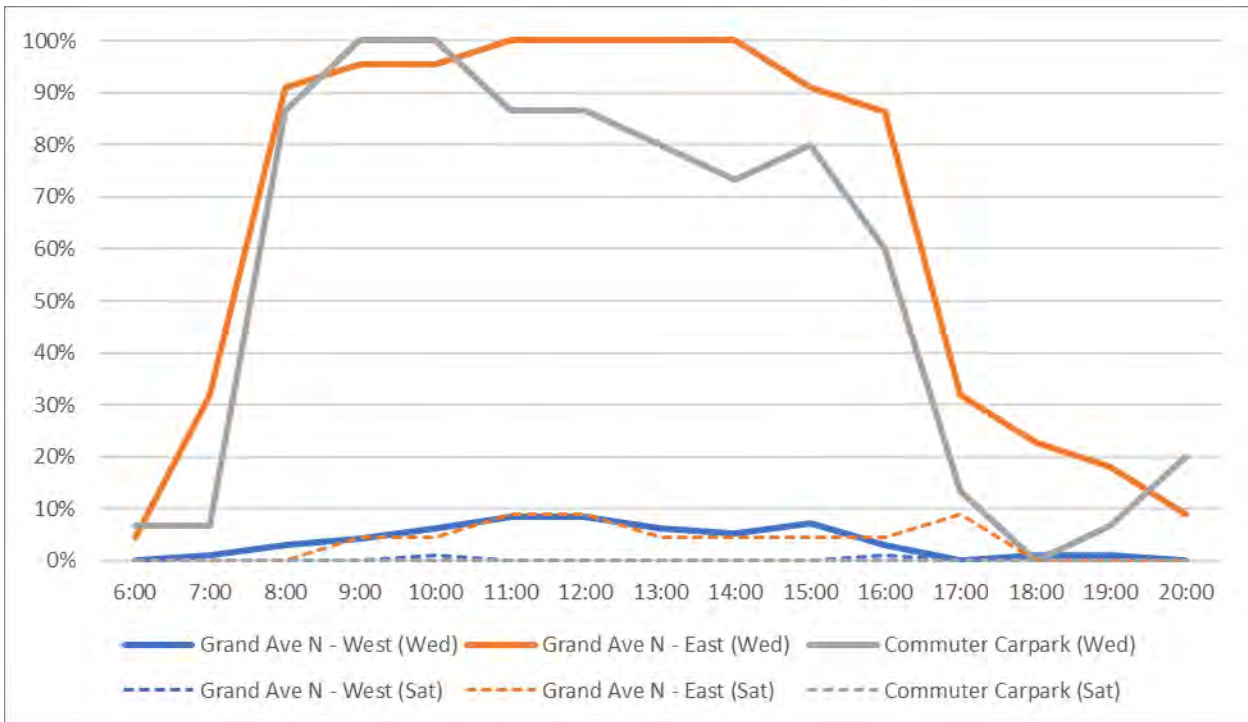
**Figure 3.79: Grand Ave and Grand Ave N – Construction Parking Conditions**

During construction the parking areas in Grand Avenue North, east of the Carlingford line, are to be removed and used as a construction compound area. This requires the removal of all parking here. In the end state this parking is not reinstated.



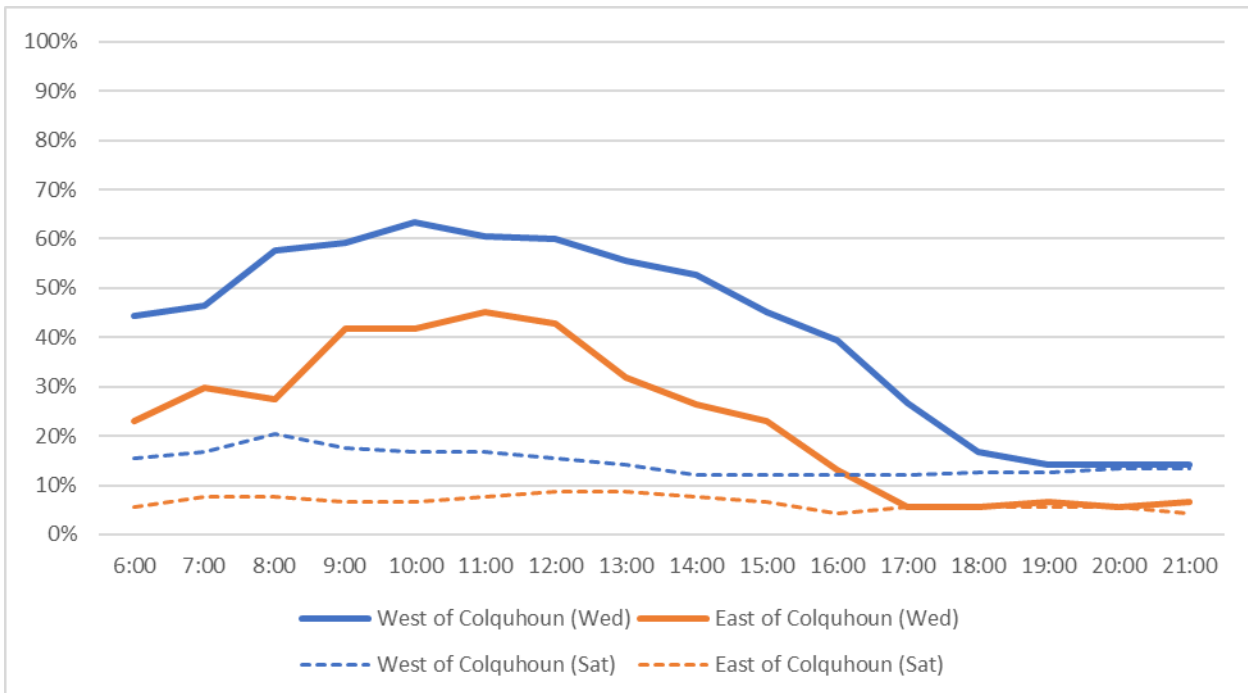
**Figure 3.80: Grand Ave and Grand Ave N – End State Parking Conditions**

The existing parking utilisation along Grand Avenue North is shown in **Figure 3.81**. The commuter car park has a high usage typically between 70-100% weekday utilisation during the survey period. The remaining parking east of the T6 Carlingford line is typically above 90% utilisation. West of the T6 Carlingford line has a low utilisation with a maximum of 8% utilisation observed. This equates to eight vehicles parking in Grand Avenue North between James Ruse Drive and the T6 Carlingford line. From site observations it was noted that these vehicles are generally parked towards the T6 Carlingford line, where it is suspected that they potentially access the station or businesses on Grand Avenue.



**Figure 3.81: Grand Ave N Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The utility works require the removal of all parking between James Ruse Drive and the T6 Carlingford line. Following the removal of parking it is anticipated that the current 8% utilisation west of the T6 Carlingford line will redistribute to the unrestricted parking east of the Carlingford Line.



**Figure 3.82: Grand Ave Parking Occupancy – Wednesday 16<sup>th</sup> & Saturday 19<sup>th</sup> October 2019**

**Figure 3.82** shows the current utilisation of Grand Avenue over the October survey period. The parking west of Colquhoun Street has a higher utilisation than the parking east of Colquhoun Street. On the Wednesday both areas have a peak utilisation between 06:00 and 17:00, with

less than 20% utilisation on Saturday. This matches site observations that the parking in the area is generally servicing the businesses towards the west of Grand Avenue.

As part of the EIS, Table 6.6 of the OTTR indicates that in Grand Avenue North the current parking condition includes a total of 54 unrestricted parking spaces. The surveyed data indicated a total of 95 available unrestricted parking spaces. The survey data accounted for informal 90° parking, and it is believed the EIS may have only accounted for parallel parking which may explain the differing capacity.

The EIS identified that all parking from Grand Avenue North is to be removed and drivers are anticipated to use alternative parking opportunities in the area. Following the closure of the commuter car park and removal of parking east of the T6 Carlingford line it is anticipated that parking would further spill into Grand Avenue to the east of Grand Avenue North. This spill over would create additional walking distances extending towards Colquhoun Street. The EIS anticipated an additional walk distance of up to 1km. This is considered conservative based estimate on anecdotal observation of parking demand and supply in Grand Avenue.

To confirm the loss of parking from Grand Avenue North and building 1C Grand Ave can be accommodated, the spare capacity within Grand Avenue was calculated based on the highest occupancy recorded. **Table 3.36** shows the estimated available capacity in Grand Avenue and Colquhoun Street, and indicates that there is a total of 149 available spaces. The loss of seven spaces in construction and three in the end state are due to the SaM site entrance reduces this to 142 and 146 spaces respectively. Therefore, the loss of parking in Grand Avenue North east of the Carlingford Line (37 spaces) and west of the Carlingford Line (8 spaces) can be accommodated in Grand Avenue. In addition to the 45 spaces, the 40 private parking spaces are also to be accommodated in Grand Avenue and Colquhoun Street.

The total loss of the 102 spaces during construction and 98 spaces in the end state can be accommodated within the spare parking capacity west of Colquhoun Street and therefore creates additional walking distances of up to 750 metres.

**Table 3.36: Grand Ave and Colquhoun St Spare Parking Capacity**

| Street Name                     | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|---------------------------------|--------------------|-----------------------|------------------------------|
| Grand Avenue, West of Colquhoun | 37                 | 142                   | 52                           |
| Grand Avenue, East of Colquhoun | 55                 | 91                    | 50                           |
| Colquhoun Street                | 60                 | 78                    | 47                           |
| <b>TOTAL</b>                    |                    |                       | <b>149</b>                   |

### 3.4.4.3 Timing of Changes

The utility works in Grand Avenue North are anticipated to commence early December 2019. All parking between James Ruse Drive and the T6 Carlingford line will be removed permanently at this time, as there is no on street parking provision within Grand Avenue North in the end state design.

The commuter car park is to be occupied from early January 2020 and used as a construction compound. The remaining parking in Grand Avenue North east of the Carlingford Line, including the parking for 1C Grand Avenue, is to be removed from late January 2020.

Parking in Grand Avenue is affected by utility works and construction of the SaM site entrance from February 2020.



## 3.5 Carlingford Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the Carlingford Precinct.

### 3.5.1 Summary of Impacts

The main works within the Carlingford Precinct are confined to the T6 Carlingford and Sandown line, as the existing single heavy rail line is converted to dual light rail line. As a result, the impact of parking is restricted to the areas surrounding the stations and some additional construction interfaces.

During construction the commuter car parks at Carlingford, Telopea, Dundas, Rydalmere and Camellia are to be converted to construction compounds. Following construction, the Telopea, Dundas and Rydalmere commuter car parks are to be reinstated.

The T6 Carlingford and Sandown lines are to be decommissioned from early 2020 with the Carlingford line being replaced by bus services between Carlingford and Parramatta CBD. To facilitate this bus route, rail replacement bus stops are to be constructed and/or upgraded at the following locations:

- Lloyds Avenue (Carlingford Station)
- Adderton Road (Telopea Station)
- Calder Road (Dundas Station)
- Victoria Road Slip Lane North and Victoria Road Slip Lane South (Rydalmere Station)
- Hassall Street
- Valentine Avenue (Parramatta CBD)

The existing parking spaces are shown in **Table 3.37** and are compared against the proposed parking spaces both during construction and in the end state for the Carlingford Precinct. Details of the proposed parking changes are presented in the following sub-sections.

**Table 3.37: Carlingford Precinct – Total Parking Impacts**

| Parking Restriction                       | No. Spaces |              |            |
|-------------------------------------------|------------|--------------|------------|
|                                           | Existing   | Construction | End State  |
| <b>Carlingford Station</b>                |            |              |            |
| Commuter Car Park – Unrestricted          | 19         | 0            | 0          |
| Commuter Car Park – Disability            | 2          | 0            | 0          |
| Unrestricted                              | 198        | 191          | 183        |
| Disability                                | 1          | 3            | 3          |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat          | 15         | 15           | 15         |
| No Parking 4pm-8pm (School Days)          | 2          | 2            | 2          |
| Kiss and Ride                             | 0          | 2            | 3          |
| <b>Total</b>                              | <b>237</b> | <b>213</b>   | <b>206</b> |
| <b>Teloepa Station</b>                    |            |              |            |
| Commuter Car Park – Unrestricted          | 17         | 0            | 17         |
| Unrestricted                              | 182        | 170          | 152        |
| 1P 8:30am-6pm M-F 8:30am-12:30pm Sat      | 4          | 4            | 4          |
| Loading Zone                              | 2          | 2            | 2          |
| Mail Zone                                 | 1          | 1            | 0          |
| Kiss and Ride                             | 0          | 0            | 3          |
| <b>Total</b>                              | <b>206</b> | <b>177</b>   | <b>178</b> |
| <b>Leamington Road / Rock Farm Avenue</b> |            |              |            |
| Unrestricted (south of railway)           | 24         | 22           | 24         |
| Unrestricted (north of railway)           | 48         | 46           | 48         |
| <b>Total</b>                              | <b>72</b>  | <b>68</b>    | <b>72</b>  |
| <b>Winter Street</b>                      |            |              |            |
| Unrestricted                              | 20         | 16           | 20         |
| <b>Total</b>                              | <b>20</b>  | <b>16</b>    | <b>20</b>  |
| <b>Dundas Station</b>                     |            |              |            |
| Commuter Car Park – Unrestricted          | 28         | 0            | 27         |
| Commuter Car Park – Disability            | 1          | 0            | 1          |
| Commuter Car Park – Kiss and Ride         | 0          | 0            | 1          |
| Unrestricted                              | 243        | 229          | 231        |
| Disability                                | 1          | 2            | 1          |
| Kiss and Ride                             | 0          | 1            | 0          |
| 1P 8:30am-6pm M-f 8:30am-12:30pm Sat      | 17         | 17           | 17         |
| 2P 8am-6pm M-F (Permit Holders Excepted)  | 38         | 38           | 38         |
| Mail Zone                                 | 1          | 1            | 1          |
| <b>Total</b>                              | <b>329</b> | <b>288</b>   | <b>317</b> |



| Parking Restriction                                        | No. Spaces |              |            |
|------------------------------------------------------------|------------|--------------|------------|
|                                                            | Existing   | Construction | End State  |
| <b>Rydalmere Station</b>                                   |            |              |            |
| Commuter Car Park – Unrestricted                           | 28         | 0            | 28         |
| Commuter Car Park – Disability                             | 2          | 0            | 2          |
| Unrestricted                                               | 117        | 128          | 131        |
| Disability                                                 | 0          | 2            | 0          |
| 1P 8:30am-6pm M-f 8:30am-12:30pm Sat                       | 11         | 11           | 11         |
| 2P 8am-6pm M-F                                             | 21         | 21           | 21         |
| 2P 8am-6pm M-F (Permit Holders Excepted)                   | 44         | 44           | 44         |
| 3P 8am-6pm M-F                                             | 2          | 2            | 2          |
| Loading Zone                                               | 1          | 1            | 1          |
| Mail Zone                                                  | 1          | 1            | 1          |
| <b>Total</b>                                               | <b>227</b> | <b>210</b>   | <b>241</b> |
| <b>Valentine Avenue</b>                                    |            |              |            |
| P5 5 Minute Parking                                        | 3          | 3            | 3          |
| ½ P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S-S Ticket Parking | 7          | 5            | 5          |
| Taxi Zone – Fitzwilliam Street                             | 8          | 8            | 8          |
| No Parking                                                 | 1          | 0            | 0          |
| No Parking (Police Vehicles Excepted)                      | 2          | 2            | 2          |
| No Parking (Buses, Coaches, Taxis Excepted)                | 9          | 0            | 0          |
| No Parking (Buses, Coaches Excepted)                       | 0          | 4            | 4          |
| No Parking (Taxis Excepted)                                | 0          | 2            | 2          |
| <b>Total</b>                                               | <b>30</b>  | <b>24</b>    | <b>24</b>  |

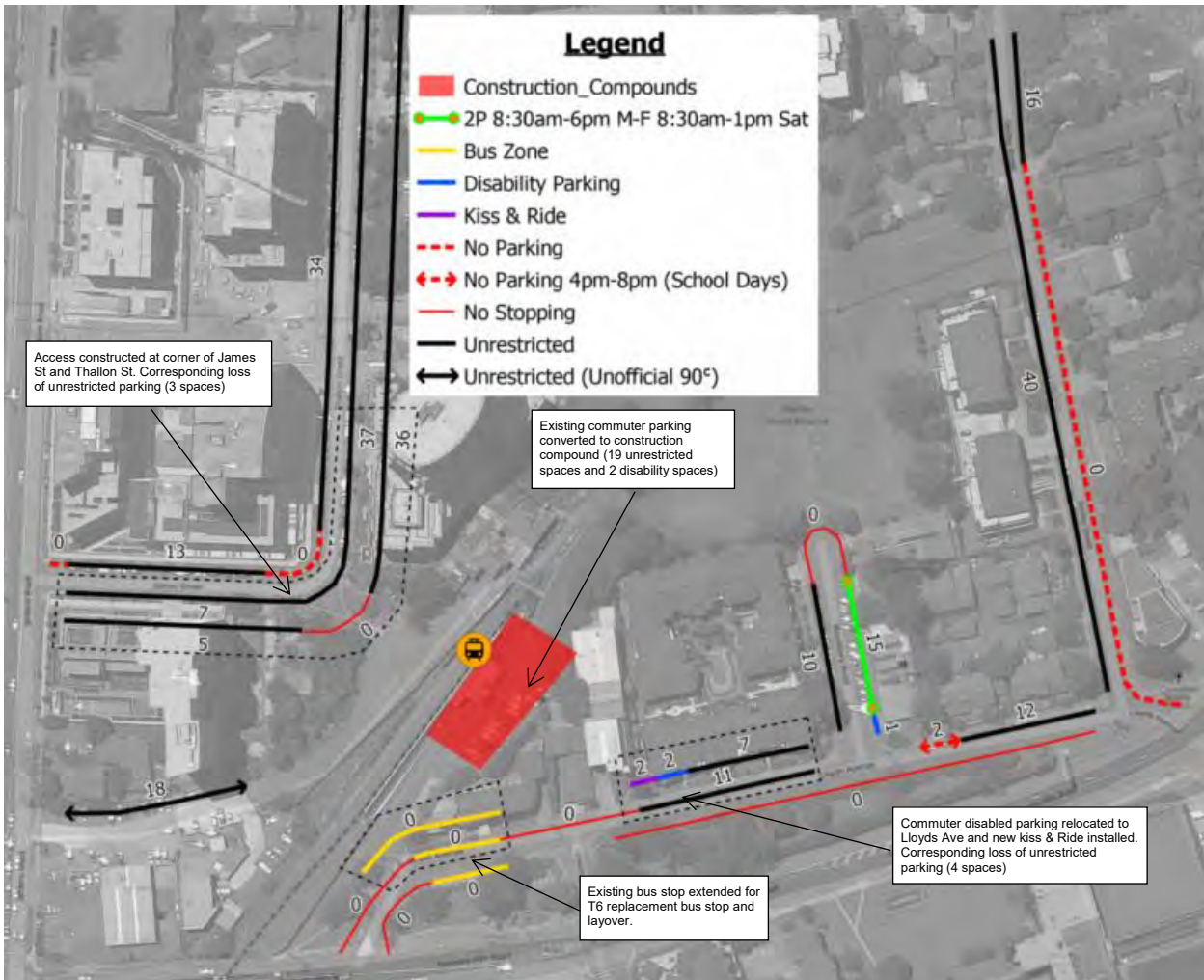
### 3.5.2 Parking Surveys

Parking occupancy surveys of the Carlingford Precinct were undertaken from 06:00 to 21:00 on Wednesday 14<sup>th</sup> and Saturday 17<sup>th</sup> August 2019. The extent of survey conducted within the Carlingford Precinct was determined based on the construction activities and end state design condition.

Raw data from the survey is attached in **Appendix A**.



carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

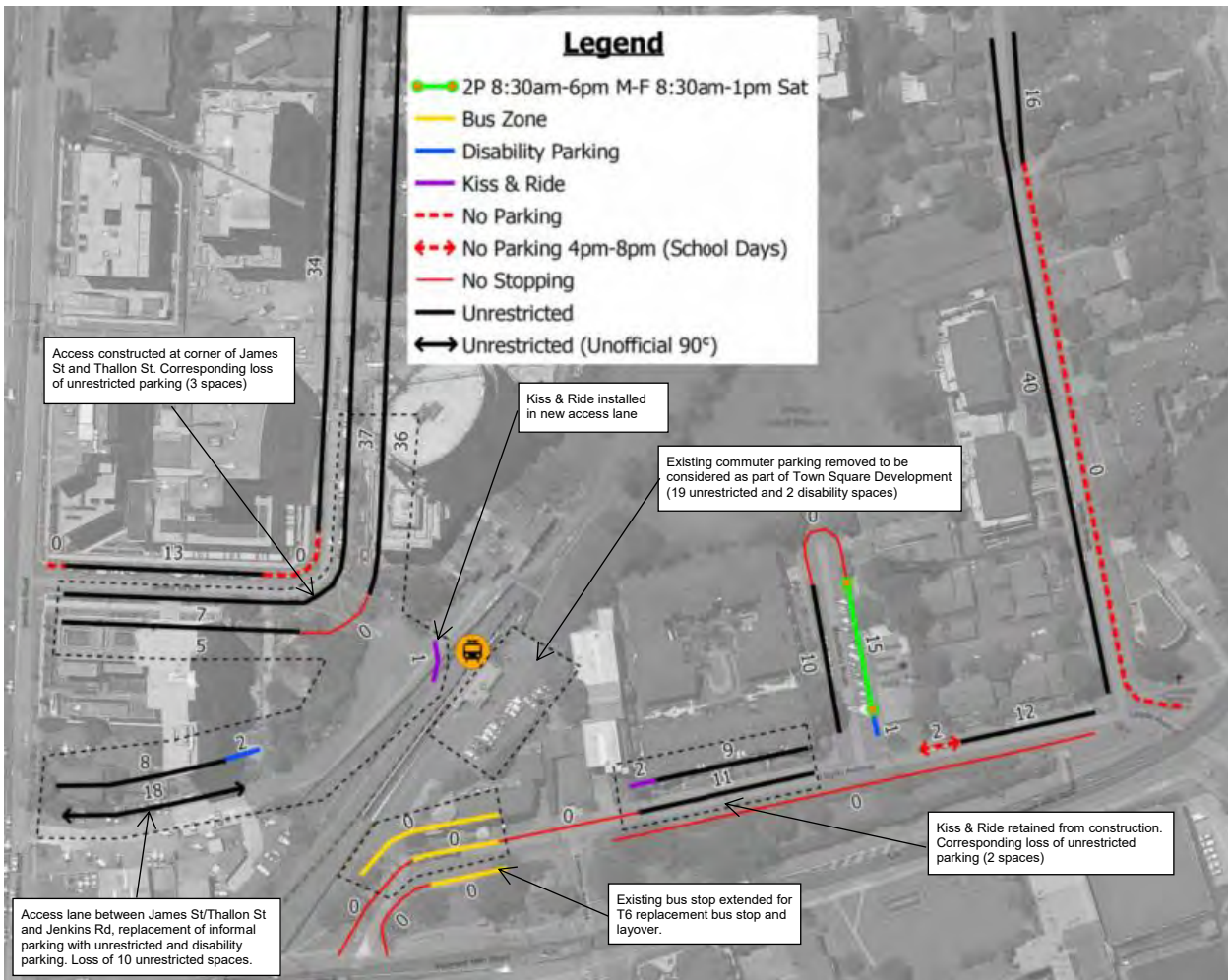


**Figure 3.84: Carlingford Station – Construction Parking Conditions**

### T6 Replacement Bus Stops

The existing bus stop on Lloyds Avenue, between Pennant Hills Road and Coleman Avenue, on the northern kerb is to be extended to allow for the stop to be utilised as a layover area for the terminating T6 replacement bus service. During construction a kiss and ride space is to be provided to allow access to the T6 replacement bus. The bus stop and kiss and ride are to be retained in the end state. There are no direct impacts to parking as a result of the bus stop extension as the kerbside changes affect existing bus stops and no stopping areas.





**Figure 3.85: Carlingford Station – End State Parking Conditions**

### Commuter Car Park

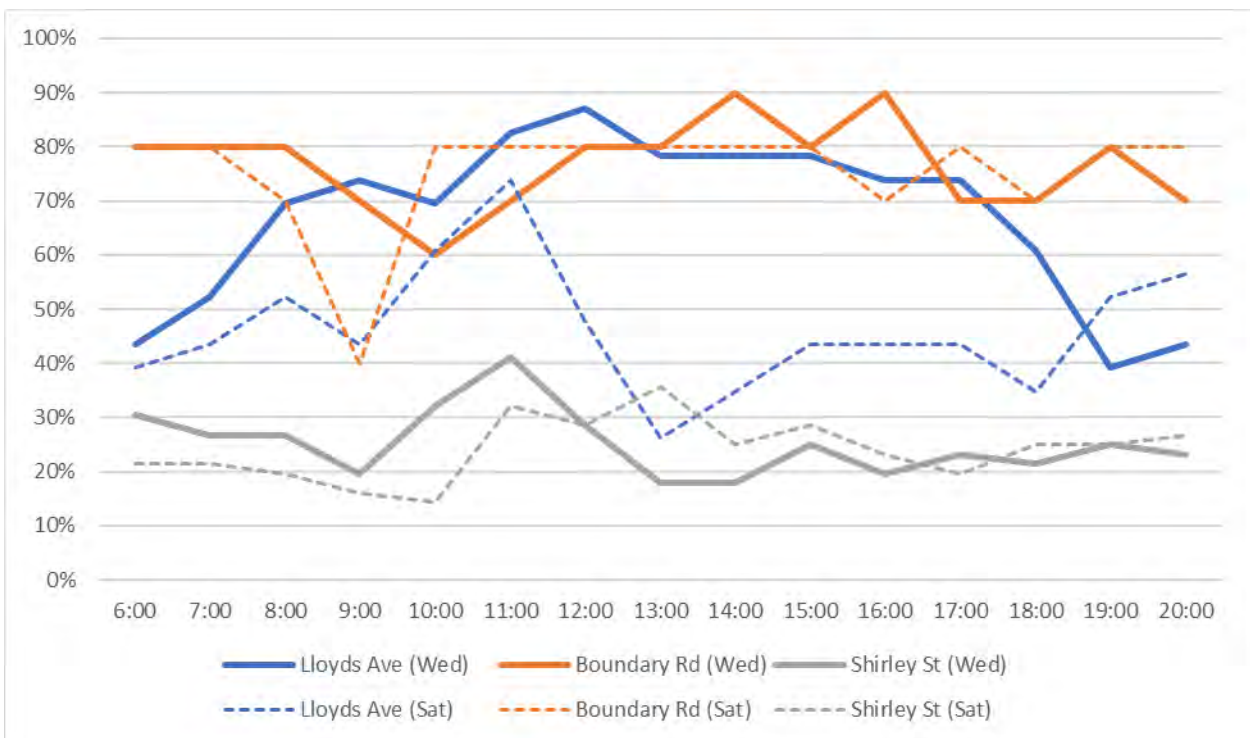
During construction the commuter car park is to be used as a construction compound. In the end state design the commuter car park is not reinstated and is designed to be a landscaped area. As part of the EIS, Table 3.31 of the OTTR indicates the replacement for the existing park and ride spaces is to be considered as part of the proposed town square development.

**Figure 3.86** shows the occupancy of the Carlingford commuter car park over the survey period on Wednesday and Saturday. No occupancy of the disability parking was observed in the survey data and therefore has not been shown. At 14:00 on Wednesday an occupancy of over 100% was observed, this was a result of illegal parking outside of the marked bays. On Wednesday the occupancy is lower at the start and end of the survey period and on average is at least 90% occupied between 8am to 5pm. On Saturday occupancy is generally below 10% and increases late afternoon and into the evening. This is in line with expected usage of a commuter car park.



**Figure 3.86: Carlingford Commuter Car Park Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

With the closure of the commuter car park and location of the T6 replacement bus stop, it is anticipated that commuters will redistribute to the unrestricted parking spaces along Lloyds Avenue (23 spaces), Boundary Road (10 spaces) and Shirley Street (56 spaces).



**Figure 3.87: Lloyds Ave, Boundary Rd & Shirley St Unrestricted Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

**Figure 3.87** shows the existing parking occupancy within Lloyds Avenue, Boundary Road and Shirley Street. Lloyds Avenue is observed to have a lower occupancy at the start and end of the survey period, reaching a maximum of 87%. Boundary Road is generally at 80% utilisation with afternoon peaks of 90%. Shirley Street has a maximum utilisation of 41% and typically remains below 30% utilisation.

To determine the spare capacity within each of the unrestricted parking areas the highest occupancy rate when commuter car parking is expected (between 8am and 4pm) was considered. **Table 3.38** shows the estimated available capacity around Carlingford station, and indicates that there is a total of 37 available spaces. Therefore, the unrestricted parking areas along Lloyds Avenue, Boundary Road and Shirley Street have sufficient capacity to absorb the 19 displaced commuter car parks.

**Table 3.38: Carlingford Station Spare Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Lloyds Avenue  | 13                 | 23                    | 3                            |
| Boundary Road  | 10                 | 10                    | 1                            |
| Shirley Street | 59                 | 56                    | 33                           |
| <b>TOTAL</b>   |                    |                       | <b>37</b>                    |

The unrestricted parking spaces are expected to fill on a first come first served basis, with spaces on Lloyds Avenue closest to the bus stop filling first. Additional commuter parking and any subsequently displaced on-street parking from the adjacent land uses in Lloyds Avenue is expected to filter back along Lloyds Avenue, into Boundary Road and then into Shirley Street where there is sufficient capacity to accommodate this overflow. This reallocation of parking will result in additional walking of up to 500m between the bus stop (construction), light rail station (end state) and Shirley Street.

#### Disability Parking

The disability parking within the existing commuter car park is to be relocated during construction to Lloyds Avenue as close as possible to the T6 replacement bus stop. This requires the removal of two unrestricted parking spaces throughout construction. The loss of these two spaces (in addition to the 19 commuter spaces) can be accommodated further along Lloyds Avenue, into Boundary Road and Shirley Street in the available 37 spaces.

In the end state the disability spaces are to be removed from Lloyds Avenue and located in the Carlingford Access Lane. Locating the disabled spots in the Carlingford Access Lane provides the shortest route between parking and station access.

#### Carlingford Access Lane

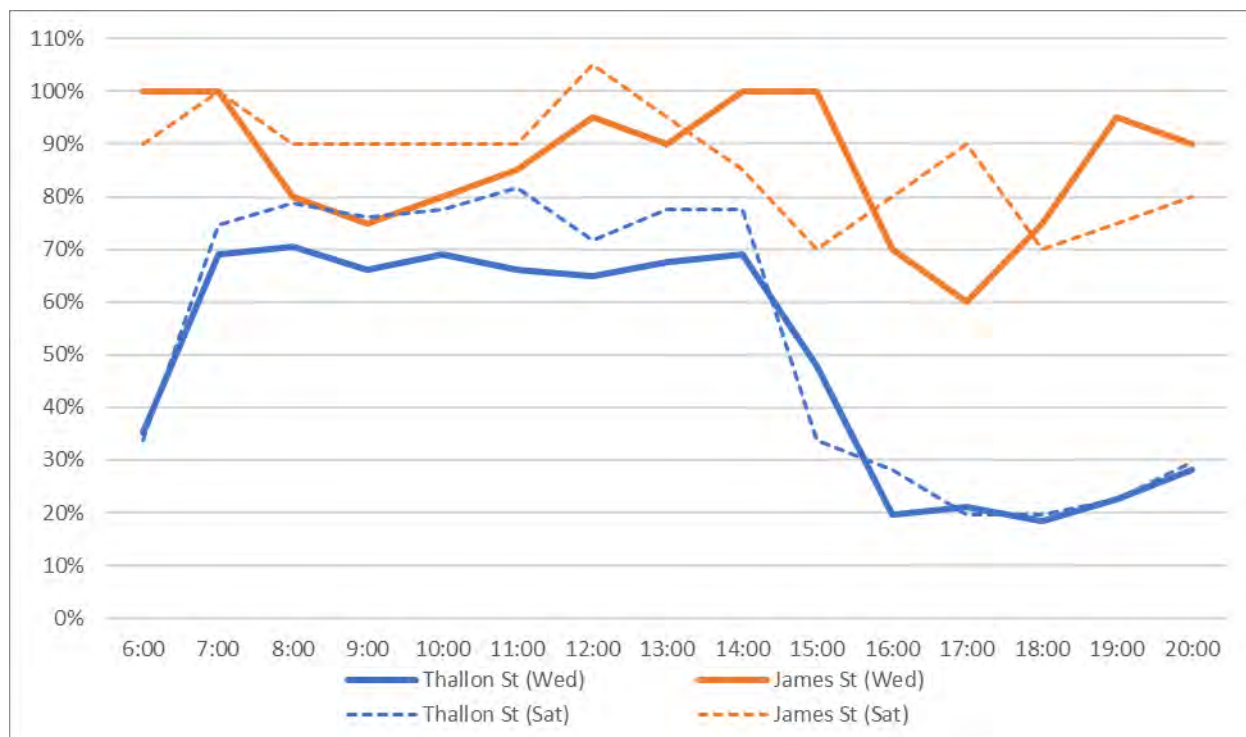
The access lane off Jenkins Road is to be converted from a two-way dead-end access, to a one-way (westbound) access lane connecting into the corner of James Street and Thallon Street. The current design removes the informal parking along the north and allows for ten spaces within the access lane. It is proposed to provide the commuter disability parking (two spaces) within the access lane and provide eight unrestricted spaces. Therefore, a loss of ten unrestricted parking spaces is anticipated in the access lane.



The loss of ten unrestricted parking spaces is a worst-case scenario, as it is anticipated that with design development of the access lane additional parking allowances can be made to reduce the loss.

At Thallon Street and James Street unrestricted parking is to be removed to provide access during construction. In the end state this construction access forms the entrance to the one lane access lane exiting at Jenkins Road. During construction and end state the access results in a loss of three unrestricted parking spaces.

**Figure 3.88** shows the parking occupancy within Thallon Street and James Street. Site observations indicated that there are several residential flat building construction projects occurring in the area. Parking demand appears to be generated by workers from those projects. This observation is supported by the data with peak occupancy between 6am and 3pm on Wednesday and Saturday along Thallon Street.



**Figure 3.88: Thallon St & James St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The loss of three unrestricted parking spaces to provide an access lane can be accommodated within Thallon Street and James Street as shown in **Table 3.39** where the survey data indicates that there are 13 available spaces.

**Table 3.39: Thallon St and James St Spare Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Thallon Street | 18                 | 71                    | 13                           |
| James Street   | 0                  | 20                    | 0                            |
| <b>TOTAL</b>   |                    |                       | <b>13</b>                    |

The existing 18 parking spaces being used by businesses in the western end of Produce Store access road would likely reflect a formal agreement between land owners to utilise this space,

or an opportunistic/informal use of the space. As part of the conversion of this land to the station access lane it is anticipated that the businesses in this area may be required to reconfigure their work processes to have their parking contained within the property boundaries. However, in the worst-case scenario that this parking is redistributed into Thallon Street and James Street the survey data indicates the loss of ten spaces can be absorbed.

### *Kiss and Ride*

A kiss and ride is to be provided within the Carlingford Access Lane. This kiss and ride is in addition to the kiss and ride provided during construction and in the end state on Lloyds Avenue.

As indicated above, two kiss and ride spaces are to be provided on Lloyds Avenue east of Coleman Avenue. This kiss and ride is to be provided during construction and the end state. The installation of the kiss and ride results in the loss of two unrestricted car parking spaces. The loss of these two spaces (in addition to the 19 commuter spaces and two disability spaces) can be accommodated further along Lloyds Avenue, into Boundary Road and Shirley Street in the available 37 spaces

### **3.5.3.3 Timing of Changes**

The construction of T6 replacement bus stop and layover is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020. At the time of commissioning the replacement bus service, the kiss and ride and relocation of disability parking to Lloyds Avenue is to be implemented.

The commuter car park is to be occupied from late January 2020 and used as a construction compound. Removal of parking from Thallon Street and James Street for the access lane is to commence in April 2020.

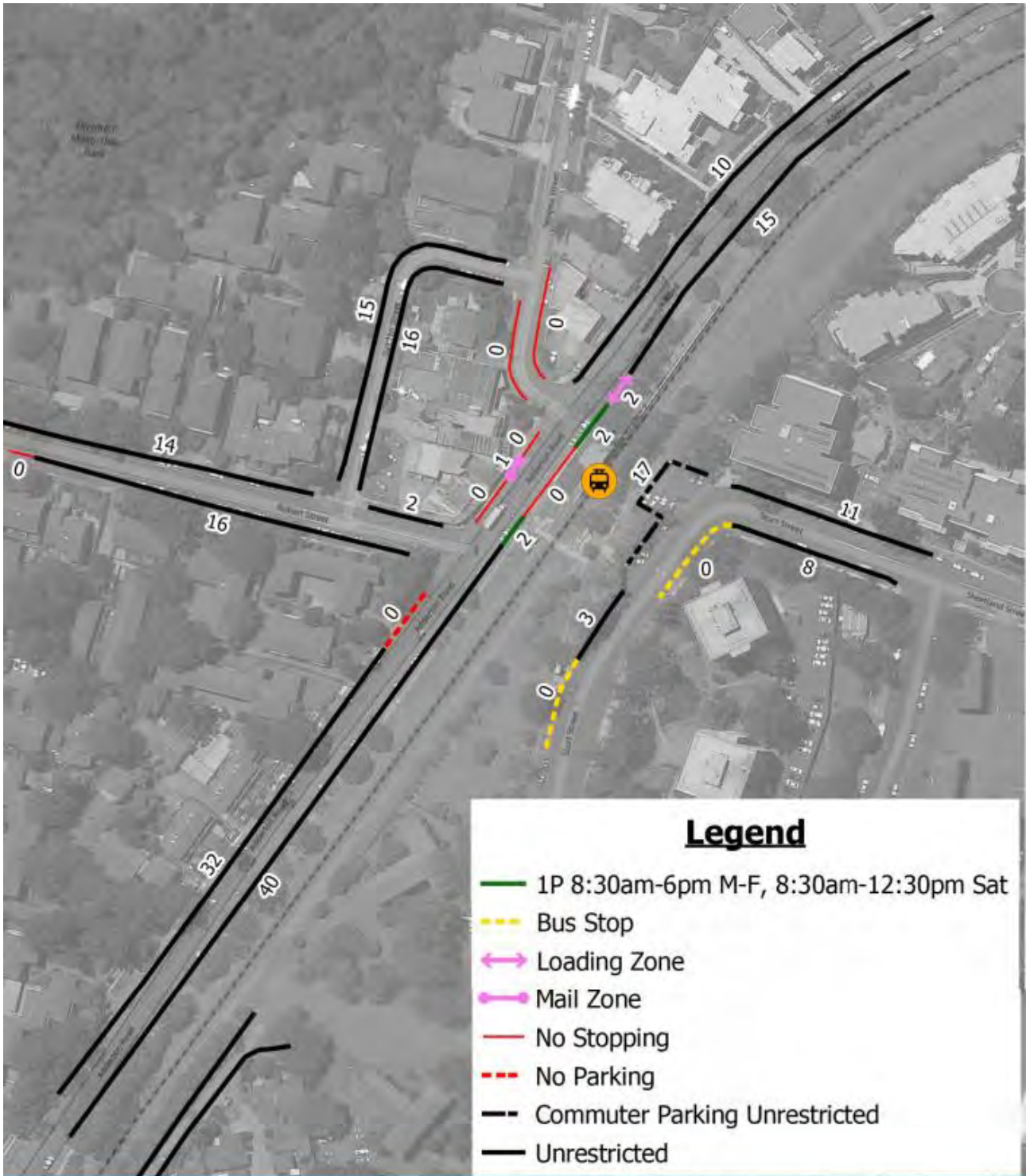
Construction of the access lane and associated loss of informal parking is anticipated to commence after April 2020.

### 3.5.4 Telopea

At Telopea Station parking is affected by the construction of the light rail station, the T6 replacement bus stops, footpath widening along Adderton Road and Kiss and Ride provisions.

#### 3.5.4.1 Existing Condition

The existing parking restrictions surrounding Telopea Station are shown in **Figure 3.89**. The parking capacity along each restriction is the number shown adjacent to the restriction.



**Figure 3.89: Telopea Station – Existing Parking Conditions**



### 3.5.4.2 Impacts and Mitigation

Figure 3.90 and Figure 3.91 show the parking conditions around Telopea Station during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

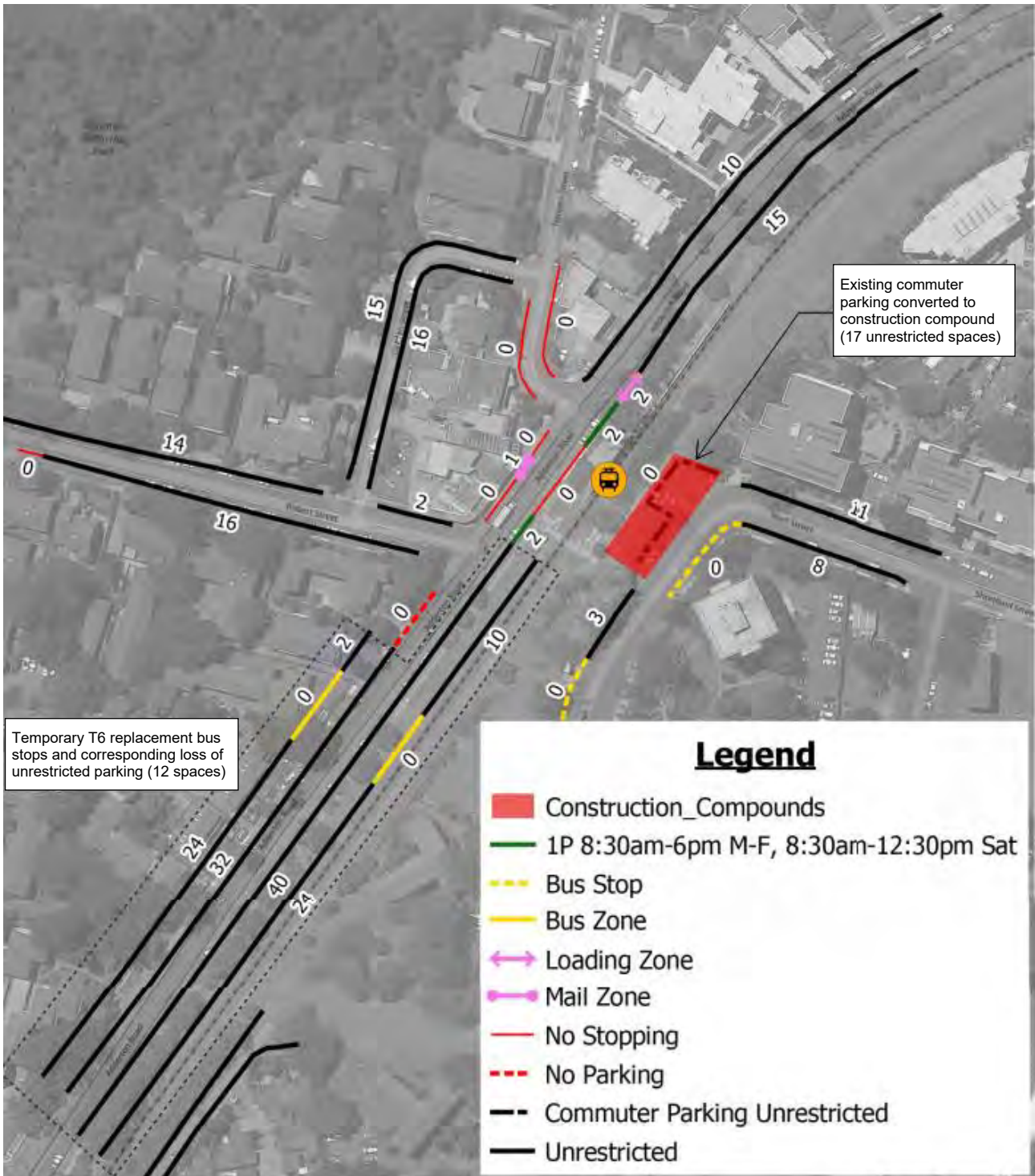


Figure 3.90: Telopea Station – Construction Parking Conditions

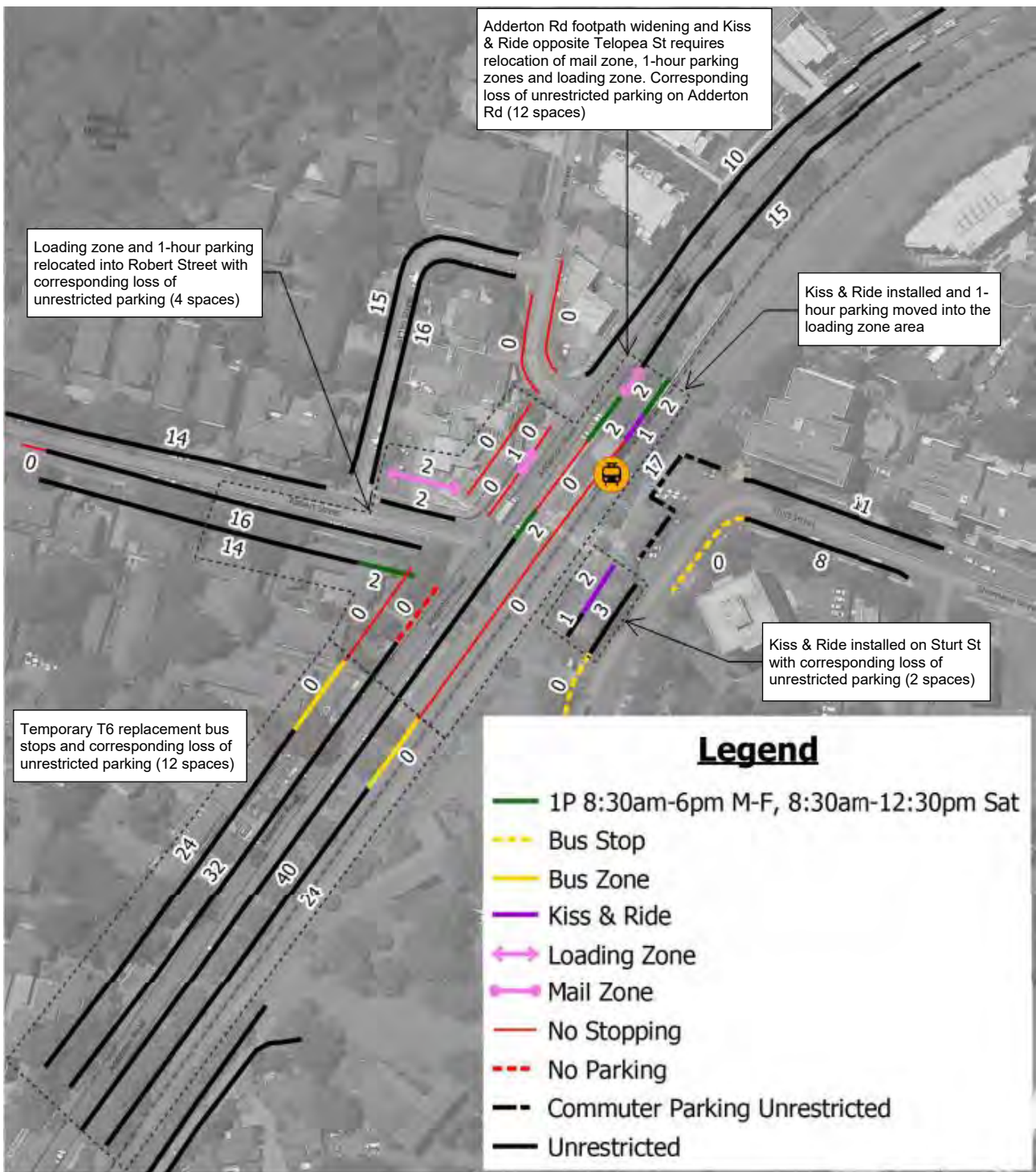


Figure 3.91: Telopea Station – End State Parking Conditions

### T6 Replacement Bus Stops

New temporary bus stops are to be constructed on Adderton Road to service the T6 replacement bus service throughout construction, resulting in a loss of 12 unrestricted parking spaces.

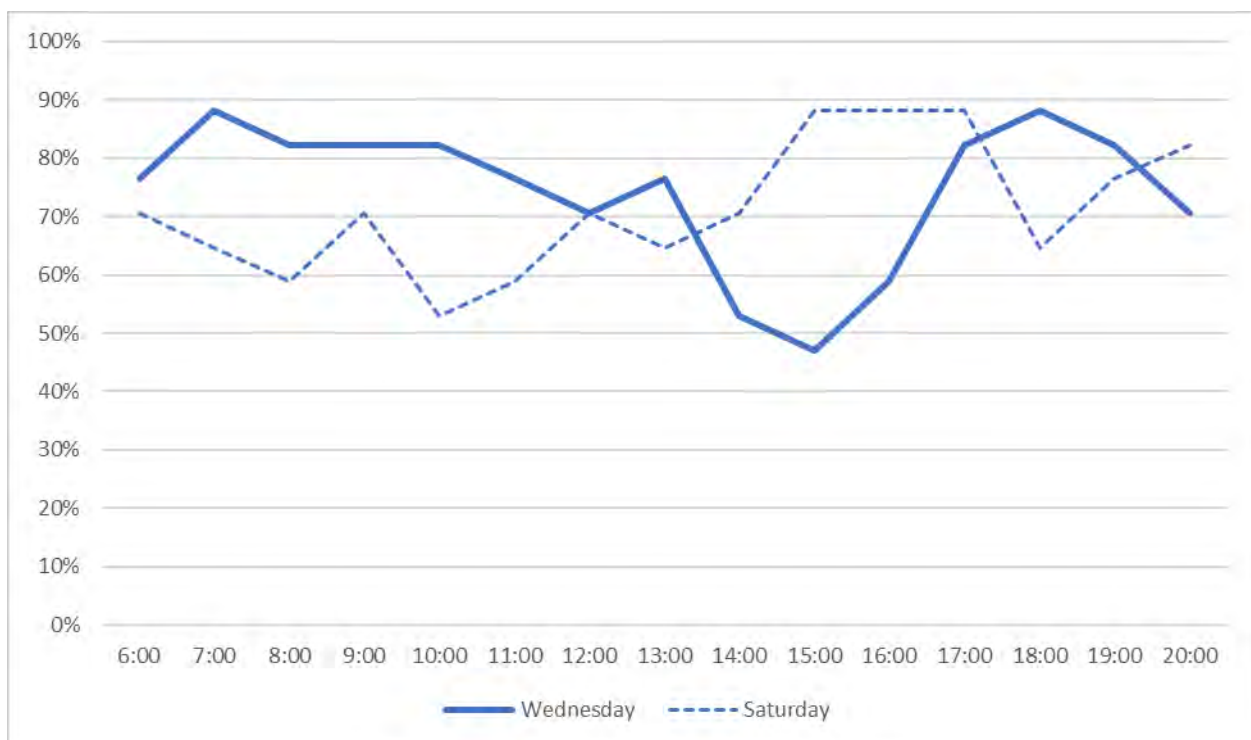
The Civil Infrastructure Works Project Deed indicates these bus stops are marked for removal following the opening of the light rail. However, for the purpose of this strategy they have been considered as permanent bus stops in the end state to cover the worst-case parking impact.

This is due to the potential that at the end of construction a decision may be made to retain the stops (i.e. to service rail replacement buses during periods of rail maintenance etc).

### Commuter Car Park

During construction the commuter car park is to be used as a construction compound. In the end state design the commuter car park is to be reinstated and continue to provide the existing 17 spaces.

**Figure 3.92** shows the occupancy of the Telopea commuter car park over the survey period on Wednesday and Saturday. On both Wednesday and Saturday occupancy of the car park ranges between 50-90% utilisation with no clear observable trend associated with typical commuter parking use. It is suspected that the commuter car park may currently be being used by residents in the surrounding buildings.



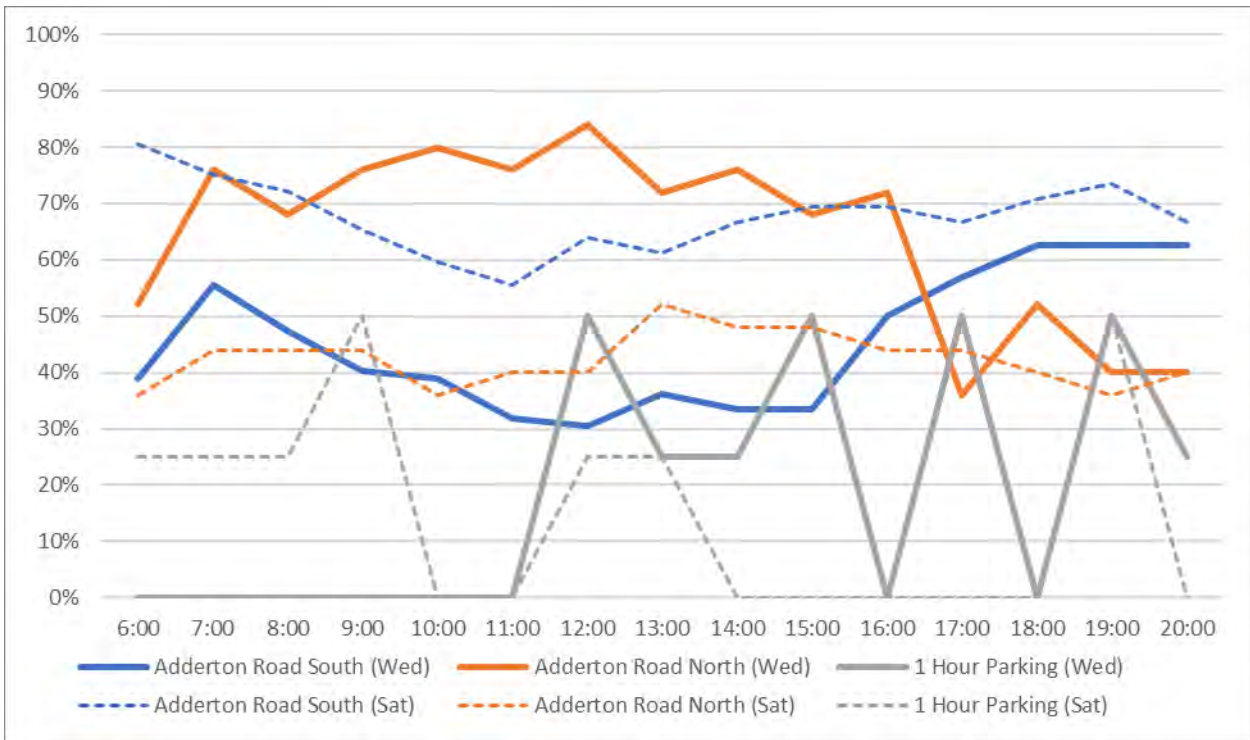
**Figure 3.92: Telopea Commuter Car Park Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The closure of the commuter car park during construction is anticipated to see a portion of the existing observed parking utilise Sturt Street. The majority of genuine commuter parking is expected to relocate to Adderton Road where the T6 replacement bus stops are located.

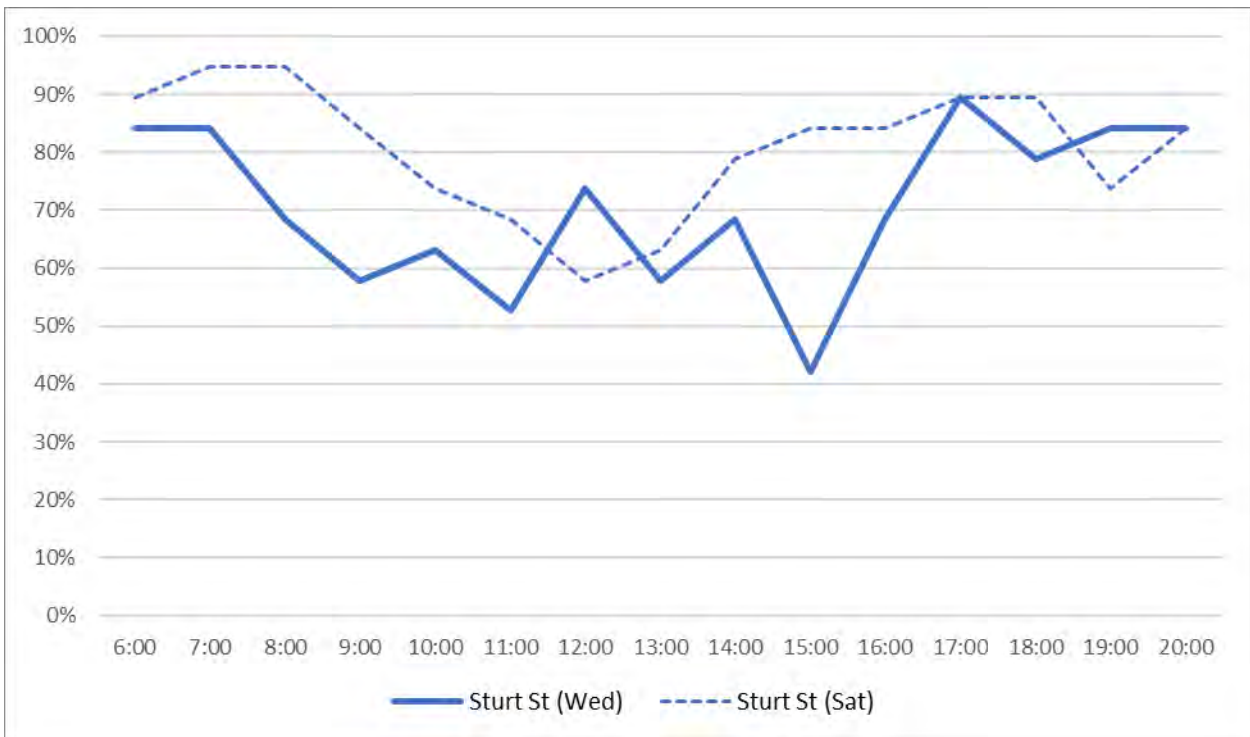
**Figure 3.93** shows the existing parking occupancy along Adderton Road. Adderton Road south of Robert Street is higher at the start and end of the survey period and is anticipated to comprise of mainly residential parking. Adderton Road north of Telopea Street peaks between 7am and 4pm indicating there is likely already some commuter car parking here, with a maximum utilisation of 84%.

**Figure 3.94** shows the parking occupancy along Sturt Street across the survey period. The utilisation of parking ranges between 40-90% on the Wednesday and 60-95% on Saturday. The parking occupancy along Robert Street and Garden Street is shown in **Figure 3.95**.

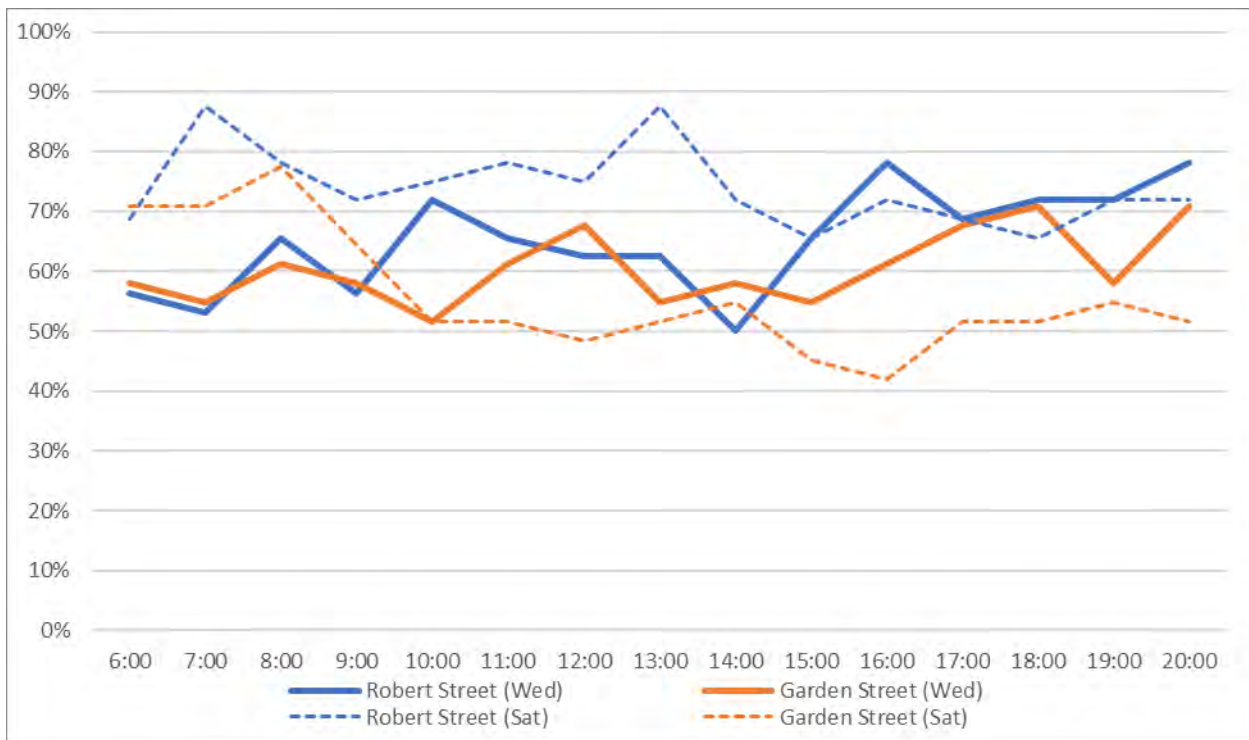




**Figure 3.93: Adderton Rd Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



**Figure 3.94: Sturt St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



**Figure 3.95: Robert St & Garden St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

### *Kiss and Ride*

In the end state kiss and ride facilities are to be provided to the east and west of the station. To the east of the station two kiss and ride spaces are to be designated on Sturt Street with a corresponding loss of two unrestricted spaces. To the west of the station one kiss and ride space is to be provided opposite Telopea Street where existing 1-hour parking is provided.

### *Adderton Road Footpath Widening*

Along Adderton Road between Telopea Street and the T6 replacement bus stops, the current design proposes footpath widening on both the northbound and southbound kerbs. The footpath widening narrows the carriageway down to one lane in each direction and removes all parking. Council have indicated the preference to retain two lanes southbound and retain parking on the southbound kerb.

Confirmation of the design is not expected until after the submission of this revision of the strategy. Therefore, for the purposes of this submission the assessment has considered the worst-case scenario that all parking on the northbound and southbound kerbs is lost.

The parking impacted by the footpath widening and provision of the kiss and ride opposite Telopea Street includes the following:

- Unrestricted Parking on the southbound kerb (10 spaces)
- 1 Hour Parking on the southbound kerb (4 spaces)
- Loading Zone on the southbound kerb (2 spaces)
- Mail Zone on the northbound kerb (1 space)

The loading zone on the southbound kerb currently requires crossing Adderton Road to access the businesses it services. As part of the changes along Adderton Road it is proposed to

relocate the two loading zone spaces around the corner into Robert Street, where access to businesses no longer requires a carriageway crossing. The mail zone on the northbound kerb is to be amalgamated into the loading zone on Robert Street, the existing SPB would be relocated here as part of the widening works. The relocation of the SPB into the loading zone was not opposed by Australia Post.

The section of 1-hour parking in Adderton Road southbound opposite Telopea Street is to be moved into the existing loading zone to allow for the provision of the kiss and ride. The section of 1-hour parking in Adderton Road southbound at Robert Street, is to be relocated into Robert Street, where it is still within proximity to the shops.

### *Summary of Adderton Road Parking Impacts and Mitigations*

The worst-case scenario of parking impacts on Adderton Road will be during the construction of the footpath widening along Adderton Road. During this time parking mitigation considers the cumulative impacts of the T6 replacement bus stops, closure of the commuter car park and loss of parking along Adderton Road between Telopea Street and the new bus stops.

The existing loading zone and short-term parking will be relocated into Robert Street prior to the commencement of construction for the footpath widening. The total displacement of unrestricted parking for the worst-case scenario is 45 spaces, and includes:

- T6 Bus Stop replacements (12 spaces)
- Commuter car park (17 spaces)
- Loading zone and parking relocation to Robert Street (4 spaces)
- Footpath widening (12 spaces)

To determine the spare capacity within each of the unrestricted parking areas the highest occupancy rate when commuter car parking is expected (between 8am and 4pm) was considered. **Table 3.40** shows the estimated available capacity around Telopea station is 55 spaces, and indicates that the unrestricted parking along Adderton Road, Robert Street and Sturt Street have enough capacity to accommodate the worst-case scenario of 45 spaces during construction. The maximum walking distance to access the T6 replacement bus stops during construction and the future light rail stop in the end state is anticipated to be up to 500m.

In the end state the commuter car park is reinstated, and the displaced parking requirement drops to 28 spaces. This may be further reduced by 12 spaces depending on the removal of the T6 replacement bus stops.

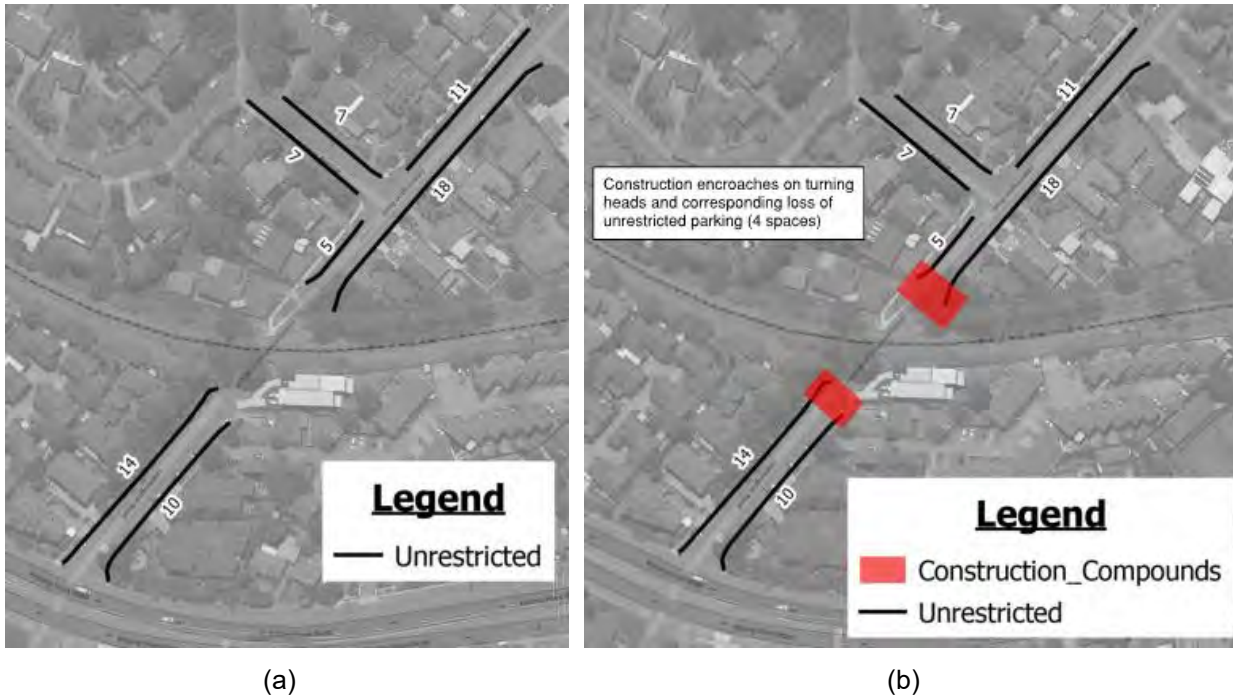
**Table 3.40: Telopea Station Spare Parking Capacity**

| Street Name         | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|---------------------|--------------------|-----------------------|------------------------------|
| Adderton Road South | 44                 | 72                    | 32                           |
| Adderton Road North | 16                 | 25                    | 4                            |
| Robert Street       | 22                 | 30                    | 7                            |
| Garden Street       | 32                 | 31                    | 10                           |
| Sturt Street        | 11                 | 22                    | 2                            |
| <b>TOTAL</b>        |                    |                       | <b>55</b>                    |

## Leamington Road

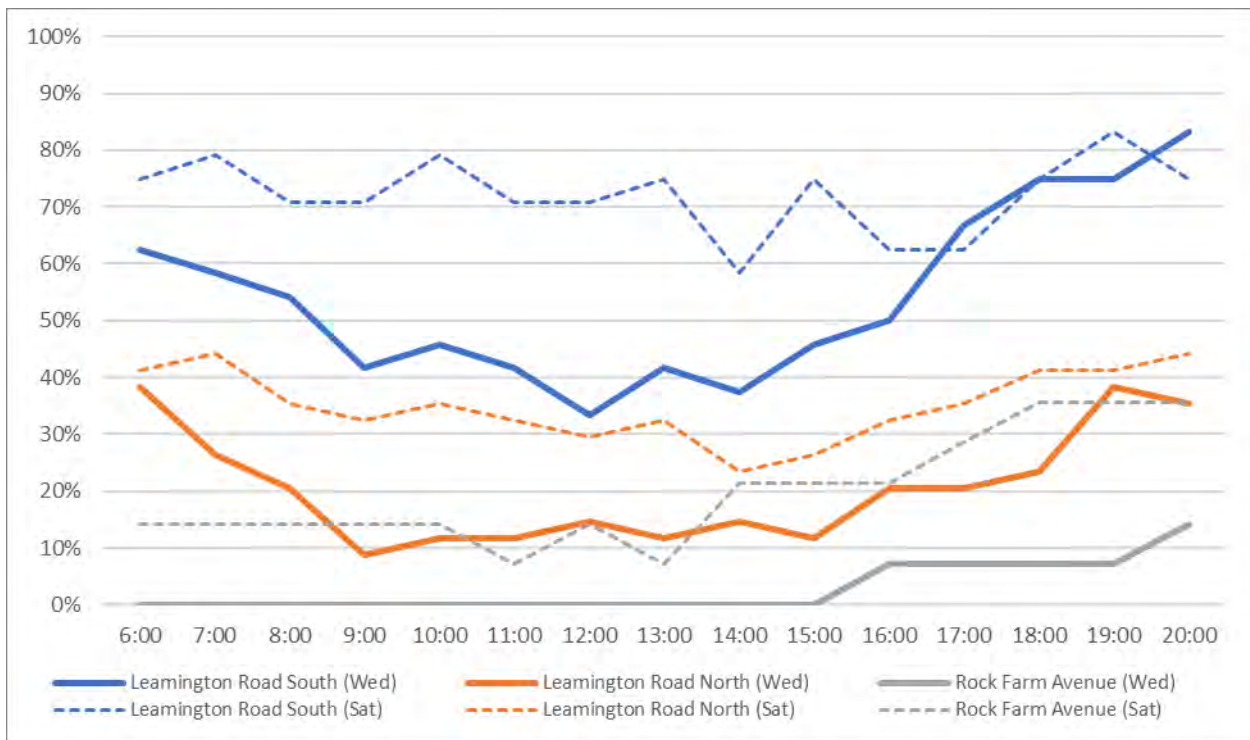
At Leamington Road additional space within the turning heads of each dead-end section of the road is required for construction of the pedestrian tunnel. **Figure 3.96(a)** shows the existing parking conditions at Leamington Road.

As shown in **Figure 3.96(b)** the construction is expected to encroach into the turning heads (approximately five metres) and result in the loss of two spaces (four total) on both sides of the railway. These impacts are only during construction and all existing parking will be reinstated in the end state.



**Figure 3.96: Leamington Rd Parking Conditions – (a) Existing (b) Construction**

**Figure 3.97** shows the parking occupancy along Leamington Road and Rock Farm Avenue for the survey period. The surrounding land use is residential, and the parking data is indicative of typical residential street parking. On the Wednesday occupancy is higher at the start and end of the day, decreasing during work hours. While on the Saturday remains constant with some variation in occupancy.



**Figure 3.97: Leamington Rd & Rock Farm Ave Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

To determine the spare capacity in Leamington Road the highest occupancy rate was considered. **Table 3.41** shows the estimated available capacity of Leamington Road north and south of the railway line is 32 spaces. The survey data indicates that the proposed loss of four parking spaces during construction appears to be able to be absorbed in the immediate vicinity, without resulting in parking displacement.

**Table 3.41: Leamington Road Spare Parking Capacity**

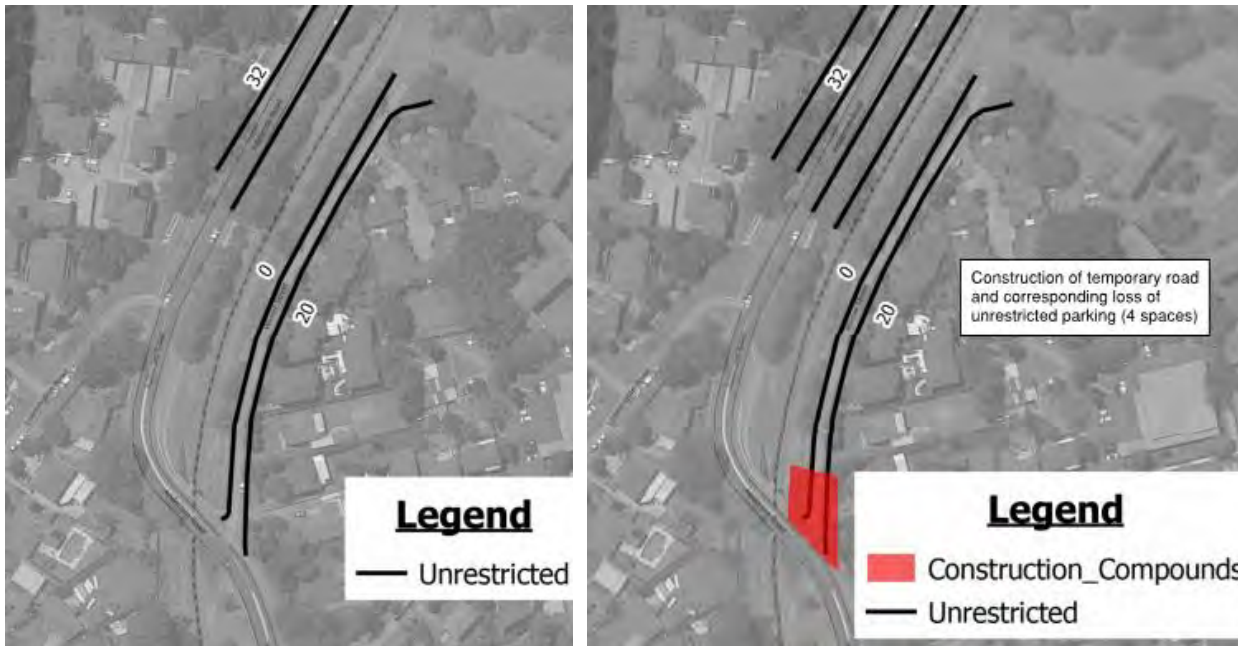
| Street Name           | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|-----------------------|--------------------|-----------------------|------------------------------|
| Leamington Road South | 17                 | 24                    | 4                            |
| Leamington Road North | 56                 | 34                    | 19                           |
| Rock Farm Avenue      | 64                 | 14                    | 9                            |
| <b>TOTAL</b>          |                    |                       | <b>32</b>                    |

**Winter Street**

In Winter Street, at its intersection with Adderton Road, construction of a temporary road is proposed to build the active transport link under Adderton Road. **Figure 3.98(a)** shows the existing parking conditions at Winter Street.

The temporary road alignment requires four unrestricted parking spaces to be removed from the southern end of Winter Street. **Figure 3.98(b)** shows the location of the parking removal. This impact is only during construction and all existing parking will be reinstated in the end state.



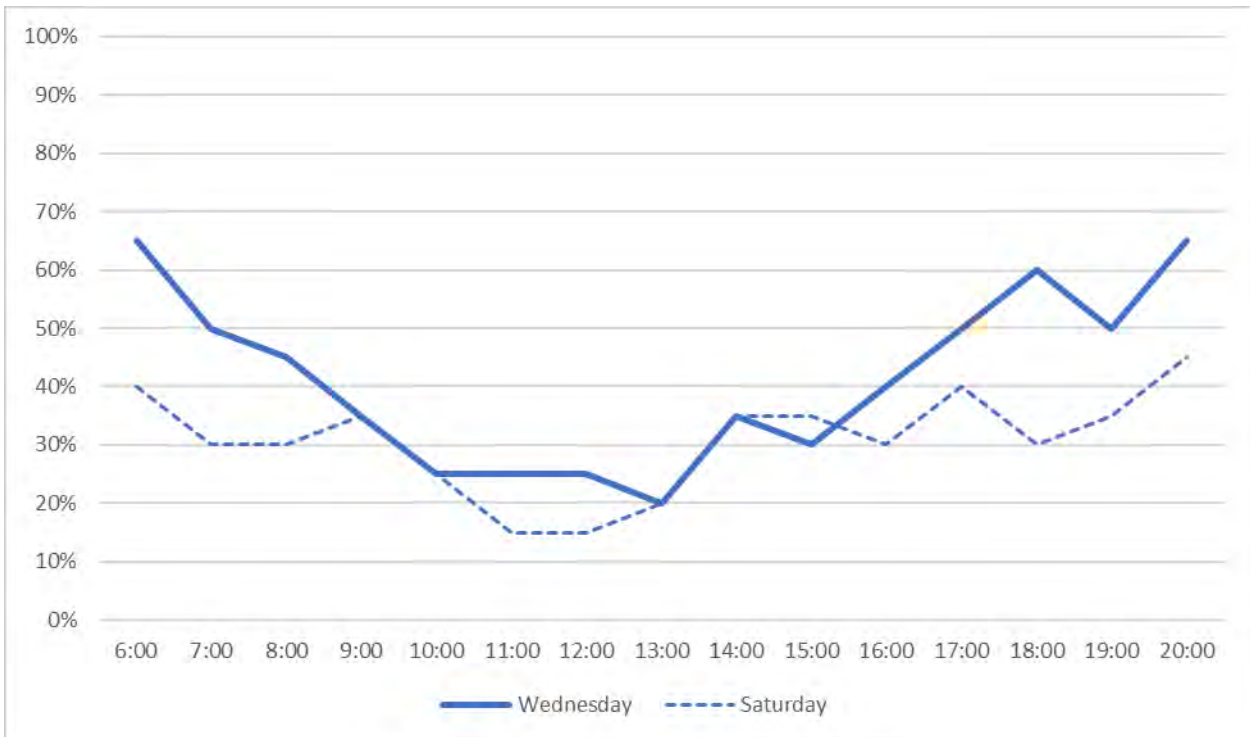


(a)

(b)

**Figure 3.98: Winter St Parking Conditions – (a) Existing (b) Construction**

**Figure 3.99** shows the parking occupancy along Winter Street for the survey period. Like Leamington Road the surrounding land use is residential, and the parking data is indicative of typical residential street parking. On the Wednesday occupancy is higher at the start and end of the day, decreasing during work hours. While on the Saturday remains constant with some variation in occupancy. Site observation indicates that the observed street parking occurs at the north end of Winter Street, rather than the southern end where the loss of spaces would occur.



**Figure 3.99: Winter St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



To determine the spare capacity in Winter Street the highest occupancy rate was considered. **Table 3.42** shows the estimated available capacity of Winter Street is seven spaces and shows that the loss of four parking spaces can be accommodated without disruption.

**Table 3.42: Winter St Spare Parking Capacity**

| Street Name   | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|---------------|--------------------|-----------------------|------------------------------|
| Winter Street | 35                 | 20                    | 7                            |
| <b>TOTAL</b>  |                    |                       | <b>7</b>                     |

### 3.5.4.3 Timing of Changes

The construction of T6 replacement bus stop is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020. Following the commissioning of the replacement bus service the commuter car park is to be occupied from late January 2020 and used as a construction compound.

Construction of the footpath widening, and the associated loss of unrestricted parking along Adderton Road and relocation of the 1-hour parking and loading zone into Robert Street is expected in approximately 2021.

Construction within the vicinity of the Leamington Road turning heads is expected to commence June 2020 and be completed within 6-9 months. Construction and operation of the temporary roadway affecting parking in Winter Street is expected to commence in May 2020 and be completed within 6-9 months.

The handover of the commuter car park and installation of the kiss and ride in Sturt Street is expected around the time of the light rail opening in 2023.

### 3.5.5 Dundas

At Dundas Station parking is affected by the construction of the light rail station and the T6 replacement bus stops.

#### 3.5.5.1 Existing Condition

The existing parking restrictions surrounding Dundas Station are shown in **Figure 3.100**. The parking capacity along each restriction is the number shown adjacent to the restriction.



**Figure 3.100: Dundas Station – Existing Parking Conditions**

### 3.5.5.2 Impacts and Mitigation

Figure 3.101 and Figure 3.102 show the parking conditions around Dundas Station during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



Figure 3.101: Dundas Station – Construction Parking Conditions





**Figure 3.102: Dundas Station – End State Parking Conditions**

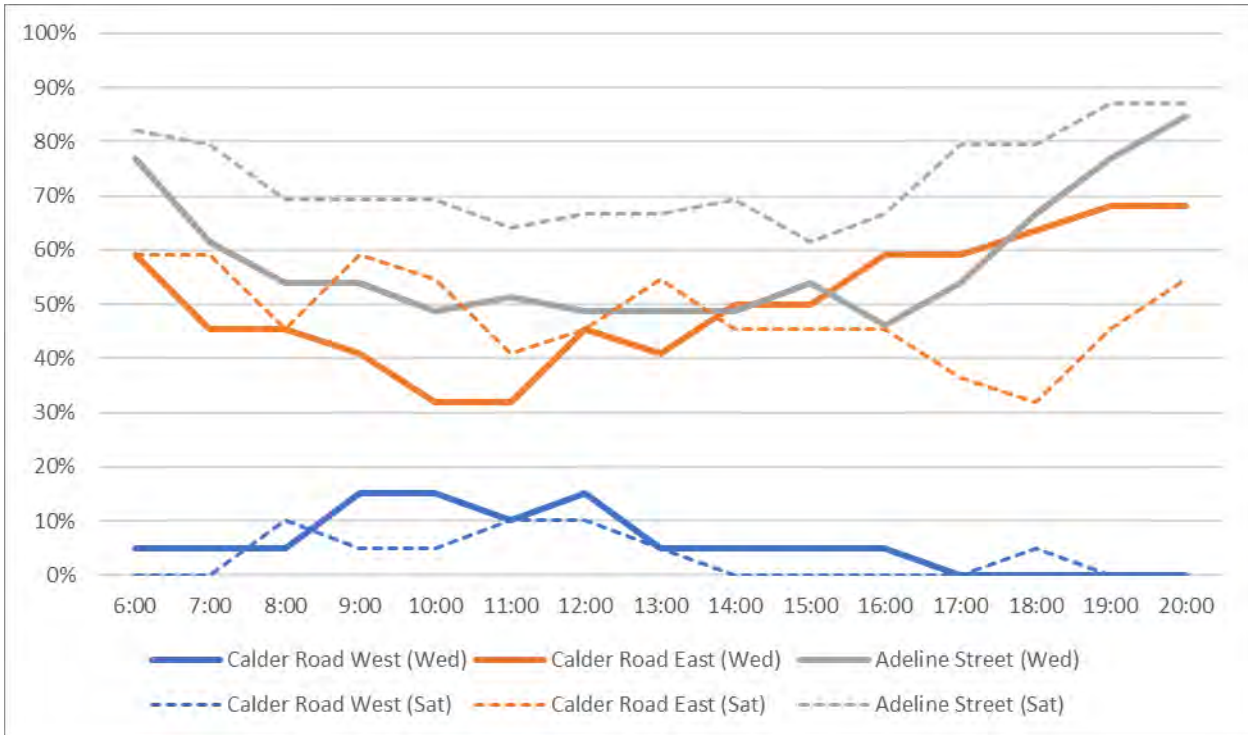
**T6 Replacement Bus Stops**

New temporary bus stops are to be constructed on Calder Road to service the T6 replacement bus service throughout construction, resulting in a loss of 12 unrestricted parking spaces.

The Civil Infrastructure Works Project Deed indicates these bus stops are marked for removal following the opening of the light rail. However, for the purpose of this strategy they have been

considered as permanent bus stops in the end state to cover the worst-case parking impact. This is due to the potential that at the end of construction a decision may be made to retain the stops (i.e. to service rail replacement buses during periods of rail maintenance etc).

**Figure 3.103** shows the existing unrestricted parking occupancy along Calder Road and Adeline Street. The T6 replacement bus stops are located within the Calder Road West section, where a maximum utilisation of 15% is observed.



**Figure 3.103: Calder Rd & Adeline St Unrestricted Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

### Commuter Car Park

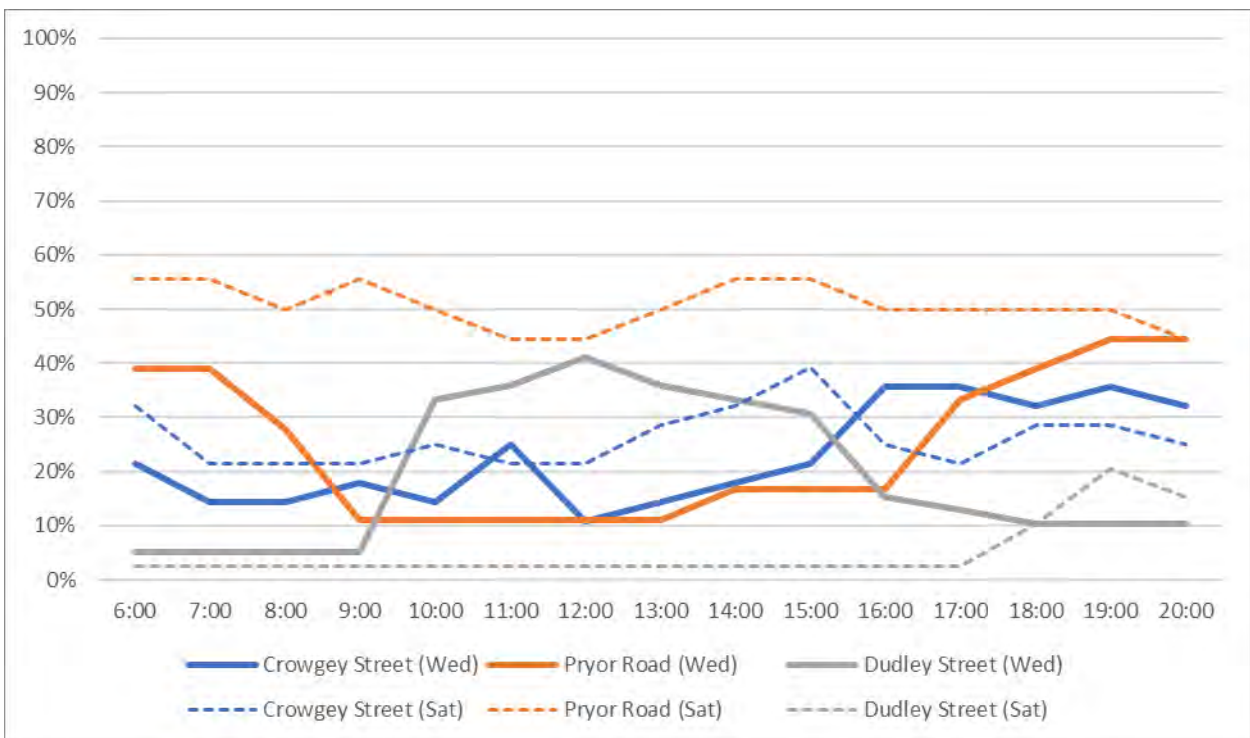
During construction the commuter car park is to be used as a construction compound. In the end state design the commuter car park is to be reinstated with an existing unrestricted space to be designated as a kiss and ride facility. The resulting commuter car park capacity would be 27 unrestricted spaces, one disabled space and one kiss and ride space.

**Figure 3.104** shows the occupancy of the Dundas commuter car park over the survey period on Wednesday and Saturday. No occupancy of the disability parking was observed in the survey data and therefore has not been shown. On Wednesday the occupancy is lower at the start and end of the survey period and on average is around 85% utilised between 8am to 5pm. This is in line with expected usage of a commuter car park. On Saturday occupancy is generally around 30-40% throughout the day, it is suspected that some of this occupancy is residents from Station Street utilising the unrestricted parking.



**Figure 3.104: Dundas Commuter Car Park Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The closure of the commuter car park is anticipated to see commuter parking be redistributed to Dudley Street, Crowgey Street and Pryor Street, near where the T6 replacement bus stops are located.



**Figure 3.105: Crowgey St, Pryor Rd & Dudley St Unrestricted Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



**Figure 3.105** shows the existing unrestricted parking occupancy along Dudley Street, Crowgey Street and Pryor Street. Parking along these streets is generally below 40% occupied, apart from Pryor Street on the Saturday.

To determine the spare capacity within each of the unrestricted parking areas the highest occupancy rate when commuter car parking is expected (Wednesday between 8am and 4pm) was considered. **Table 3.43** shows the estimated available capacity around the Dundas station T6 replacement bus stops. It indicates that the unrestricted parking areas along Dudley Street, Crowgey Street, Pryor Street and Calder Road have sufficient capacity to accommodate the 28 commuter car parks and the additional 12 spaces lost as a result of the replacement bus stops.

**Table 3.43: Dundas Station Spare Parking Capacity**

| Street Name      | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|------------------|--------------------|-----------------------|------------------------------|
| Dudley Street    | 59                 | 39                    | 23                           |
| Crowgey Street   | 64                 | 28                    | 18                           |
| Pryor Street     | 67                 | 18                    | 12                           |
| Calder Road West | 85                 | 20                    | 17                           |
| <b>TOTAL</b>     |                    |                       | <b>70</b>                    |

### Disability Parking

The disability parking within the existing commuter car park is to be relocated during construction to Calder Road to provide access to the T6 replacement bus stops. This requires the removal of one unrestricted parking space on Calder Road throughout construction. The loss of this one space can be accommodated as part of the redistributed commuter parking. Following construction, the disability space is to be removed from Calder Road and reinstated in the commuter car park.

### Kiss and Ride

To provide for kiss and ride demand at the T6 replacement bus stops, one unrestricted parking space is proposed to be converted to a kiss and ride space during construction. This loss of this additional parking can also be accommodated as part of the redistributed commuter parking.

In the end state one of the unrestricted parking spaces within the commuter car park is to be redesignated as a kiss and ride space. The survey data summarised in **Figure 3.104** indicates a maximum utilisation of 96% with one space remaining available. Therefore, the removal of one unrestricted space to provide the kiss and ride facility could be accommodated with a minimal impact. Co-location of the kiss and ride facility within the commuter car park is considered advantageous, as it is unrealistic to expect drivers of kiss and ride vehicles to utilise kerb space away from the station entrance, when they would double park or otherwise stop within the commuter car park to undertake pick up and set down activity with a much high level of convenience.

### 3.5.5.3 Timing of Changes

The construction of T6 replacement bus stops is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020. At the time of commissioning the replacement bus service, the kiss and ride and relocation of disability parking to Calder Road is to be implemented.

Following the commissioning of the replacement bus service the commuter car park is to be occupied from late January 2020 and used as a construction compound. The handback of the commuter car park and installation of the kiss and ride in the commuter car park is expected around the time of the light rail opening in 2023.

### 3.5.6 Rydalmere

At Rydalmere Station parking is affected by the construction of the light rail station and the T6 replacement bus stops.

#### 3.5.6.1 Existing Condition

The existing parking restrictions surrounding Rydalmere Station are shown in **Figure 3.106**. The parking capacity along each restriction is the number shown adjacent to the restriction.



**Figure 3.106: Rydalmere Station – Existing Parking Conditions**



### 3.5.6.2 Impacts and Mitigation

Figure 3.107 and Figure 3.108 show the parking conditions around Rydalmere Station during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.

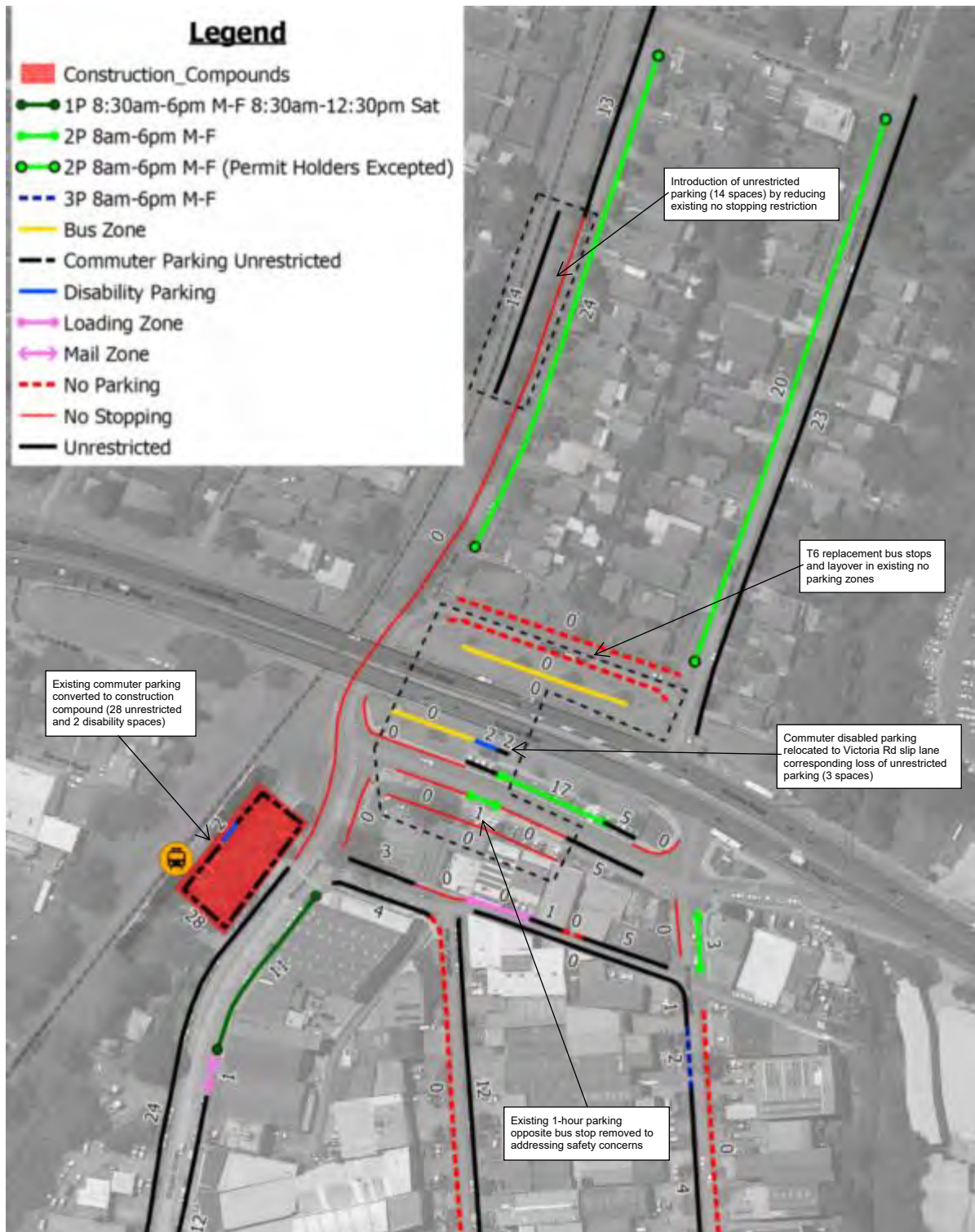
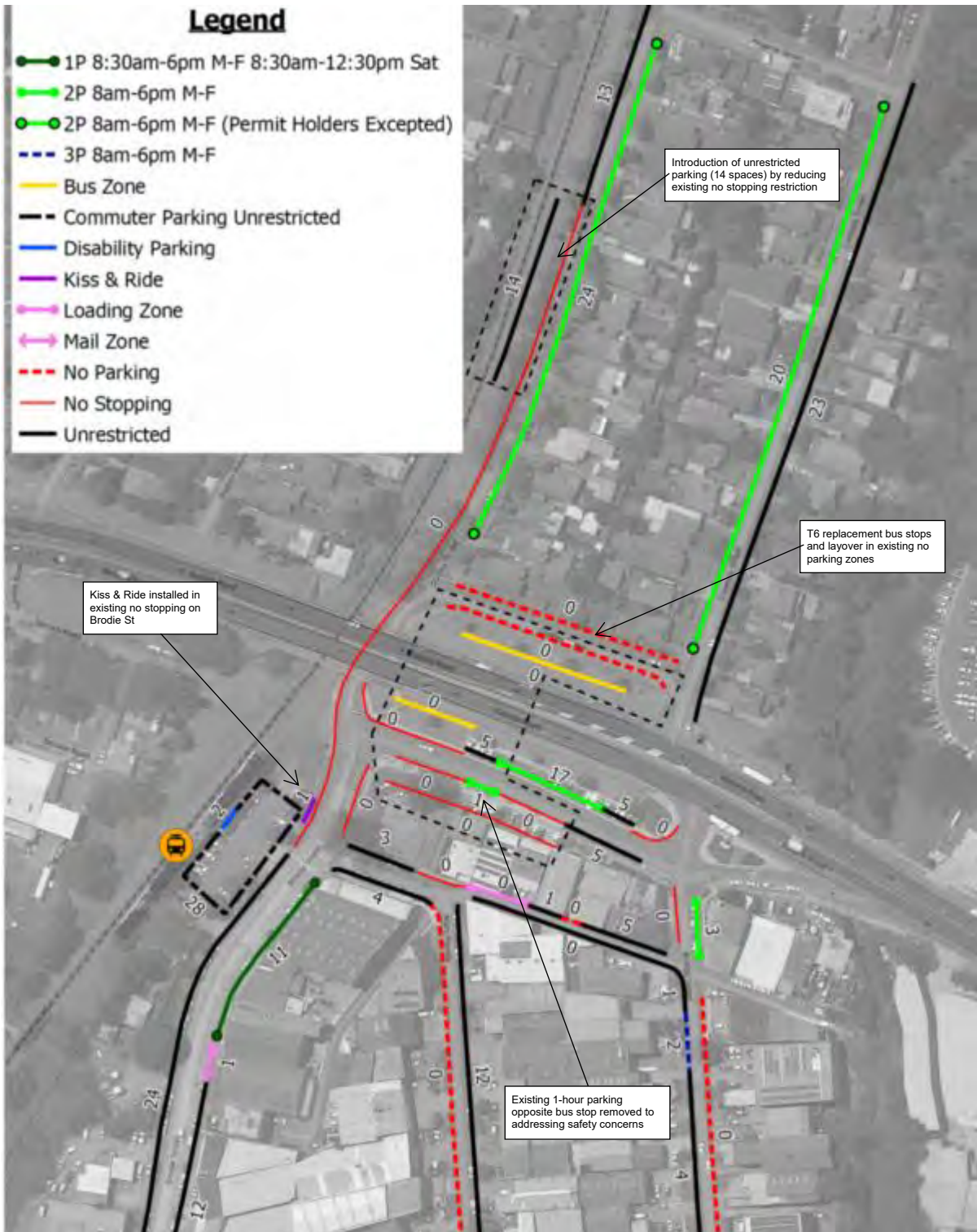


Figure 3.107: Rydalmere Station – Construction Parking Conditions



**Figure 3.108: Rydalmere Station – End State Parking Conditions**

### T6 Replacement Bus Stops

New bus stops are to be constructed on the Victoria Road slip lanes, with a layover area to be provided with the bus stop in the northern slip lane. The bus stops will service the T6 replacement bus service throughout construction. The locations for the bus stops are within existing no stopping or no parking restrictions and do not directly impact parking capacity.

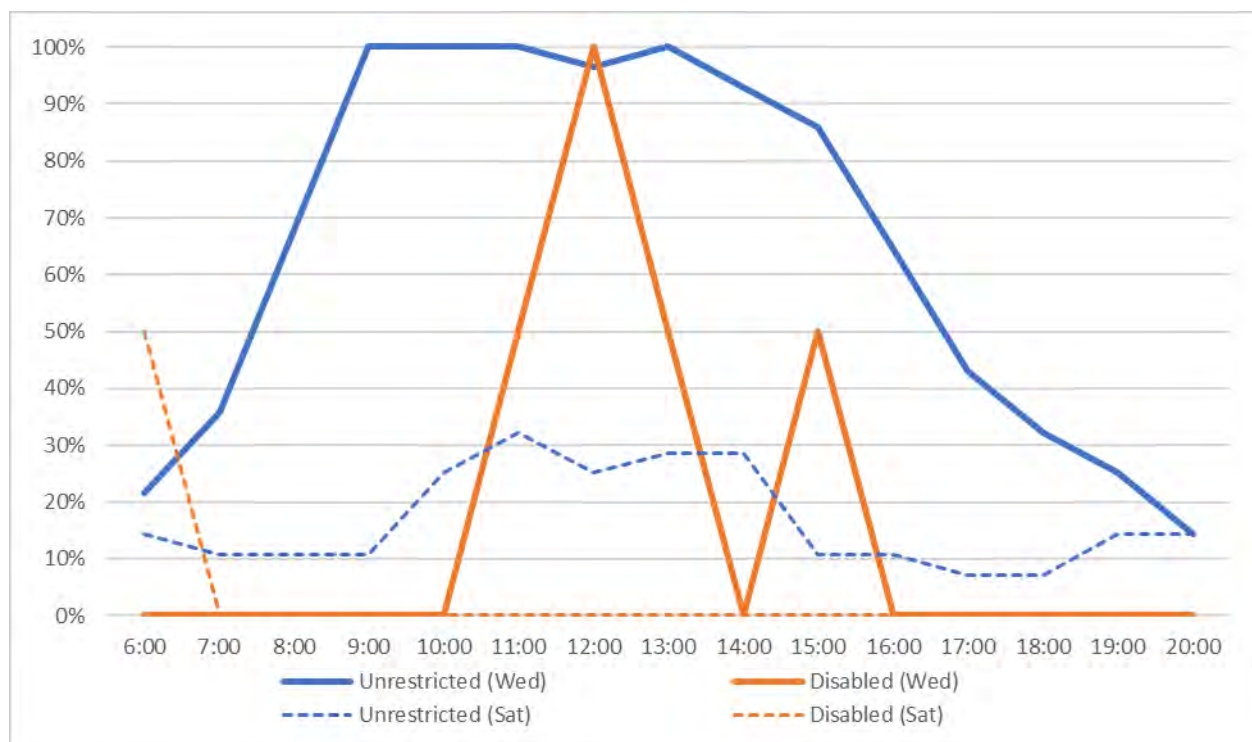


Following construction, a site visit and site assessment were conducted by CoPC and TfNSW (including PLR, SCO, RMS and Centre for Road Safety) on the T6 replacement bus stops. It was identified that the single 2-hour parking on the Victoria Road southern slip-lane needs to be removed. The removal of this space allows for better alignment for vehicles approaching the new line marking introduced by the new bus stop. The single 2-hour parking space is situated between two commercial driveways and removing it will provide continuity of the no stopping area. It also removes a potential hazard for heavy vehicles maintaining lane discipline on the road.

### Commuter Car Park

During construction the commuter car park is to be used as a construction compound. In the end state design the commuter car park will be reinstated and provide the same pre-construction 28 unrestricted spaces and two disabled spaces.

**Figure 3.109** shows the occupancy of the Rydalmere commuter car park over the survey period on Wednesday and Saturday. On Wednesday the occupancy is lower at the start and end of the survey period and reaches 100% utilisation by 9am. On Saturday occupancy peaks between 10am and 2pm, otherwise generally stays at around 10% utilisation.



**Figure 3.109: Rydalmere Commuter Car Park Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The closure of the commuter car park is anticipated to see commuter parking be redistributed to within proximity to the T6 replacement bus stops. **Figure 3.110** indicates existing parking occupancy of the unrestricted parking in the streets south of Victoria Road. Between 9am and 3pm parking within Brodie Street, Mary Parade and Mary Parade Laneway is well utilised between 90-100%. Along Bridge Street vehicles were observed parking on/half on the kerb within the No Parking Restriction, this has resulted in results of over 100% utilisation. This shows there is no spare capacity south of Victoria Road.

As a result, it is anticipated that commuter parking will redistribute around Dudley Street and Crowgey Street where possible. **Figure 3.111** and **Figure 3.112** show the existing parking



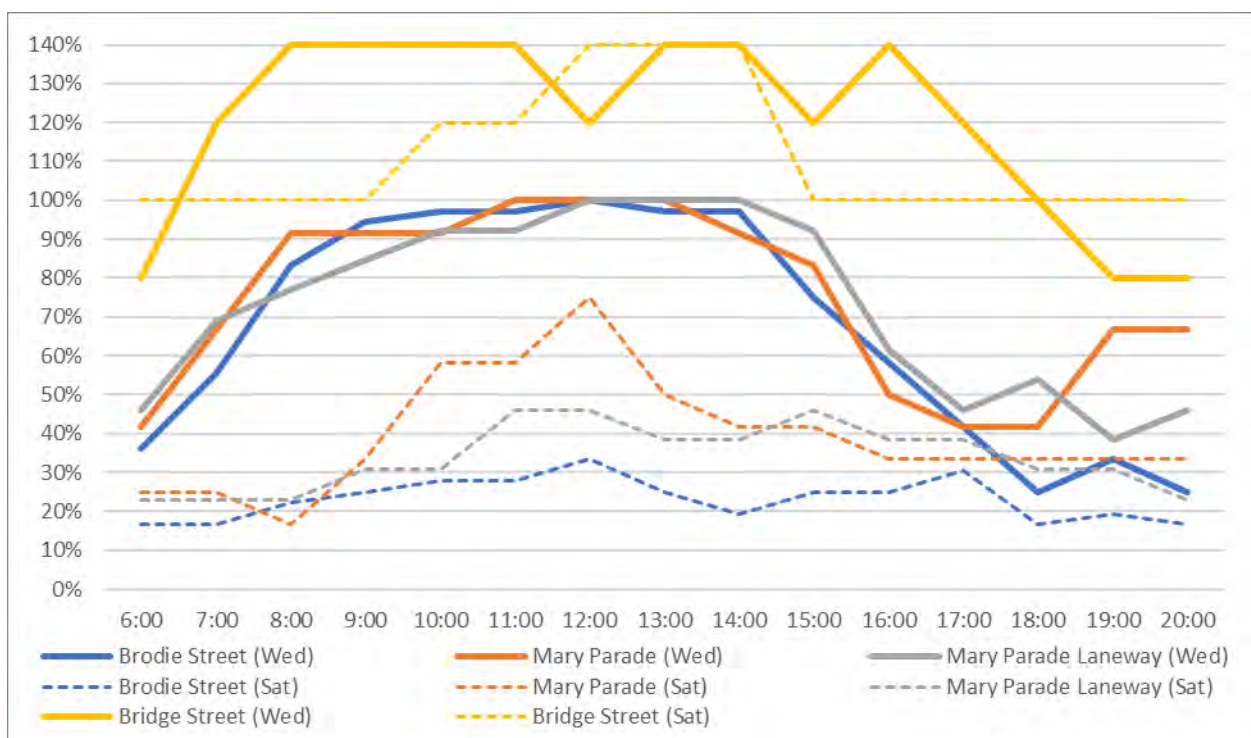
occupancy for Dudley Street and Crowgey Street within the survey period. Both streets have resident parking permit schemes on one side, and the unrestricted parking sections reach 100% utilisation throughout the day. This indicates there is limited to no spare capacity in Dudley Street and Crowgey Street.

During consultation it was confirmed with council that the no stopping restriction on Dudley Street was imposed to improve resident parking along the southern end of Dudley Street, which was subject to parking demand from other nearby land uses. The requirement for this no stopping restriction was replaced when a resident permit scheme was implemented on the east side of Dudley Street, however as part of the scheme implementation the no stopping restriction was not adjusted.

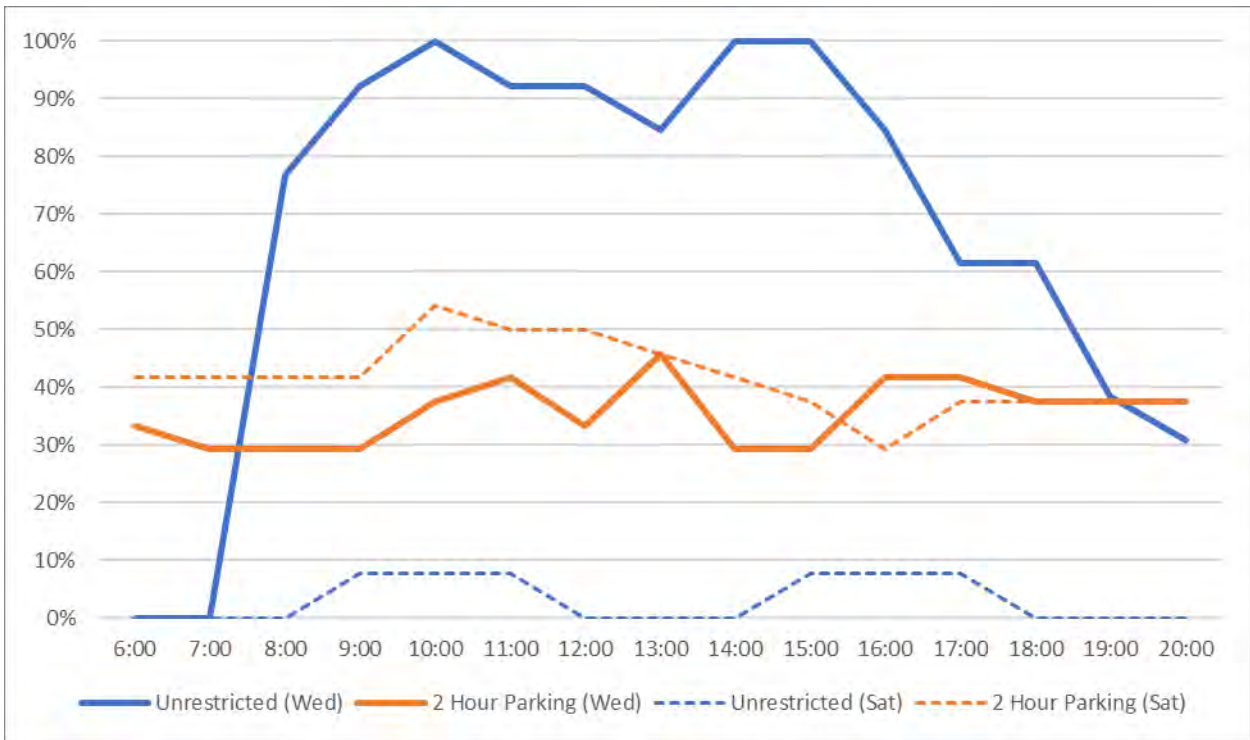
Following consultation with Council traffic personnel, it is proposed to relax the no stopping restriction and provide an additional 14 unrestricted parking spaces on the west side of Dudley Street. With the very limited spare capacity in the area this will provide some additional capacity to absorb the displaced commuter car parking during construction and benefit the parking supply for the wider area beyond construction.

The proposal does not seek to convert all the no stopping in Dudley Street, and proposes the supply be located at the north end of the existing no stopping length, away from the parking demands originating from south of Victoria Road. This approach is considered to result in the least potential for any adverse impact to adjacent residents.

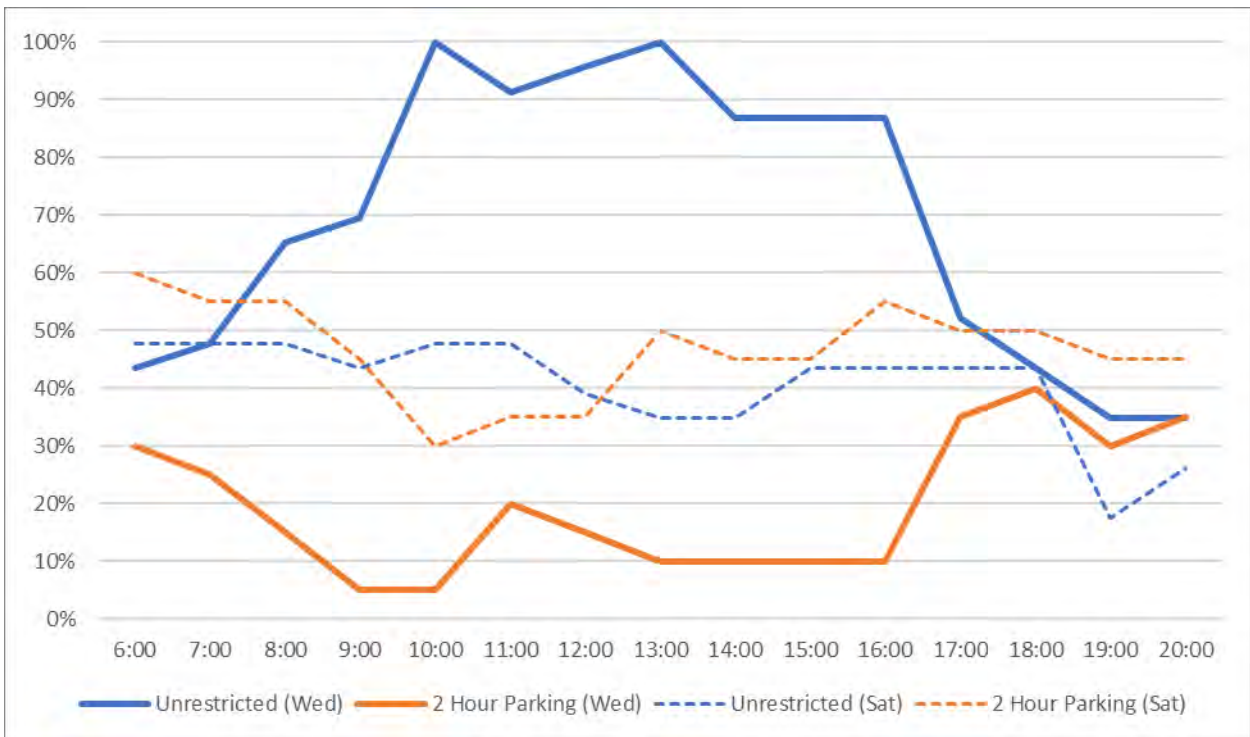
With the proximity to Dundas T6 replacement bus stops and additional spare parking capacity, some commuters currently parking at Rydalmere may travel the short extra distance to connect with the rail replacement bus at Dundas, should the limited parking availability at Rydalmere result in longer walking distances to the Rydalmere rail replacement bus stops.



**Figure 3.110: Brodie St, Mary Pde and Bridge St Unrestricted Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



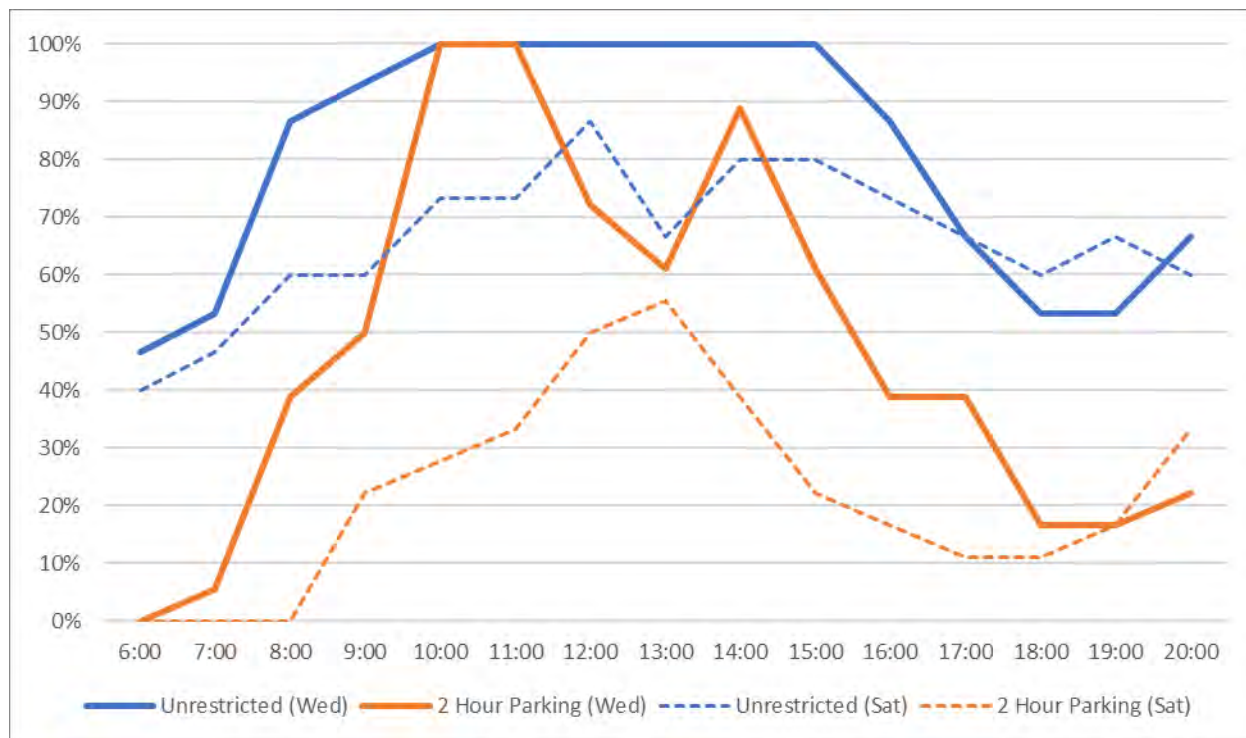
**Figure 3.111: Dudley St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**



**Figure 3.112: Crowgey St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

## Disability Parking

The existing commuter car park has two disability parking spaces, **Figure 3.109** indicates some short-term use with no observed full day or commuter parking. These are to be relocated during construction to the Victoria Road slip lane to provide proximity of access to the T6 replacement bus stops. This requires the removal of three unrestricted 90-degree parking spaces on the southern slip lane throughout construction.



**Figure 3.113: Victoria Rd Slip lane Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

**Figure 3.113** shows the parking occupancy in Victoria Road slip lane during the survey period. Between 10am and 3pm the unrestricted parking is at 100% capacity. The loss of three of these unrestricted spaces, to provide sufficient width for the two relocated disability spaces, will need to be accommodated as part of the redistributed commuter parking. Following construction, the disability spaces are to be removed from the slip lane and reinstated in the commuter car park.

The additional 14 spaces created in Dudley Street may offset for the loss of the three parking spaces in Victoria Road slip lane as a result of the conversion to disabled spaces and offset a further 11 of the 28 spaces displaced by the suspension of parking within the commuter car park. This would leave a total of 17 unrestricted spaces in the area needing to find alternative locations to park, including north of Reserve Road, Dundas.

### 3.5.6.3 Timing of Changes

The construction of T6 replacement bus stop is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020. At the time of commissioning the replacement bus service, the relocation of disability parking to Victoria Road slip lane is to be implemented.

Following the commissioning of the replacement bus service the commuter car park is to be occupied from late January 2020 and used as a construction compound. The handover of the commuter car park and installation of the kiss and ride on Brodie Street is expected around the time of the light rail opening in 2023.



### 3.5.7 Hassall Street

As part of the T6 Carlingford and Sandown line bus replacement works, two existing bus stops on Hassall Street are to be used for the T6 replacement bus service. The westbound bus stop east of Alfred Street is to be retained with a change of use only and the eastbound bus stop outside the Mercure Hotel is to have a bus stop shelter upgrade.

The change in use and shelter upgrade does not impact the existing parking and loading zone conditions.

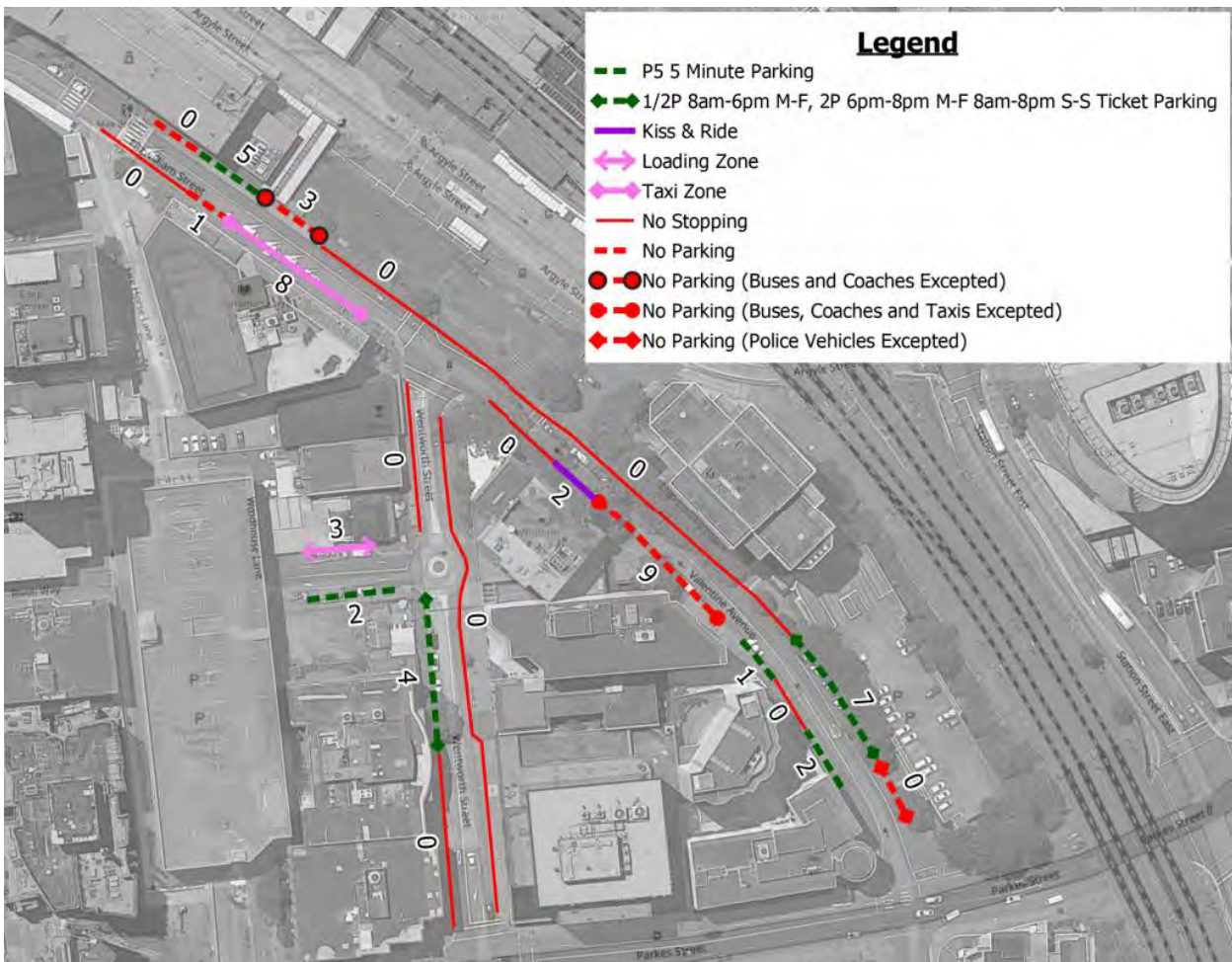
The location of the rail replacement bus service stops within Hassall Street is not expected to result in any significant increase in parking demand within the adjacent street network.

### 3.5.8 Valentine Avenue

Valentine Avenue is included within the Carlingford Precinct as the parking impacts here are related to the T6 Carlingford and Sandown line replacement bus stops. The impacts are a standalone location and not considered to have any concurrent or cumulative impact to the wider Parramatta CBD Light Rail works, given the distance from any Light Rail initiated parking changes arising on the north side of the heavy rail line.

#### 3.5.8.1 Existing Condition

The existing parking restrictions surrounding Valentine Avenue are shown in **Figure 3.114**. The parking capacity along each restriction is the number shown adjacent to the restriction.

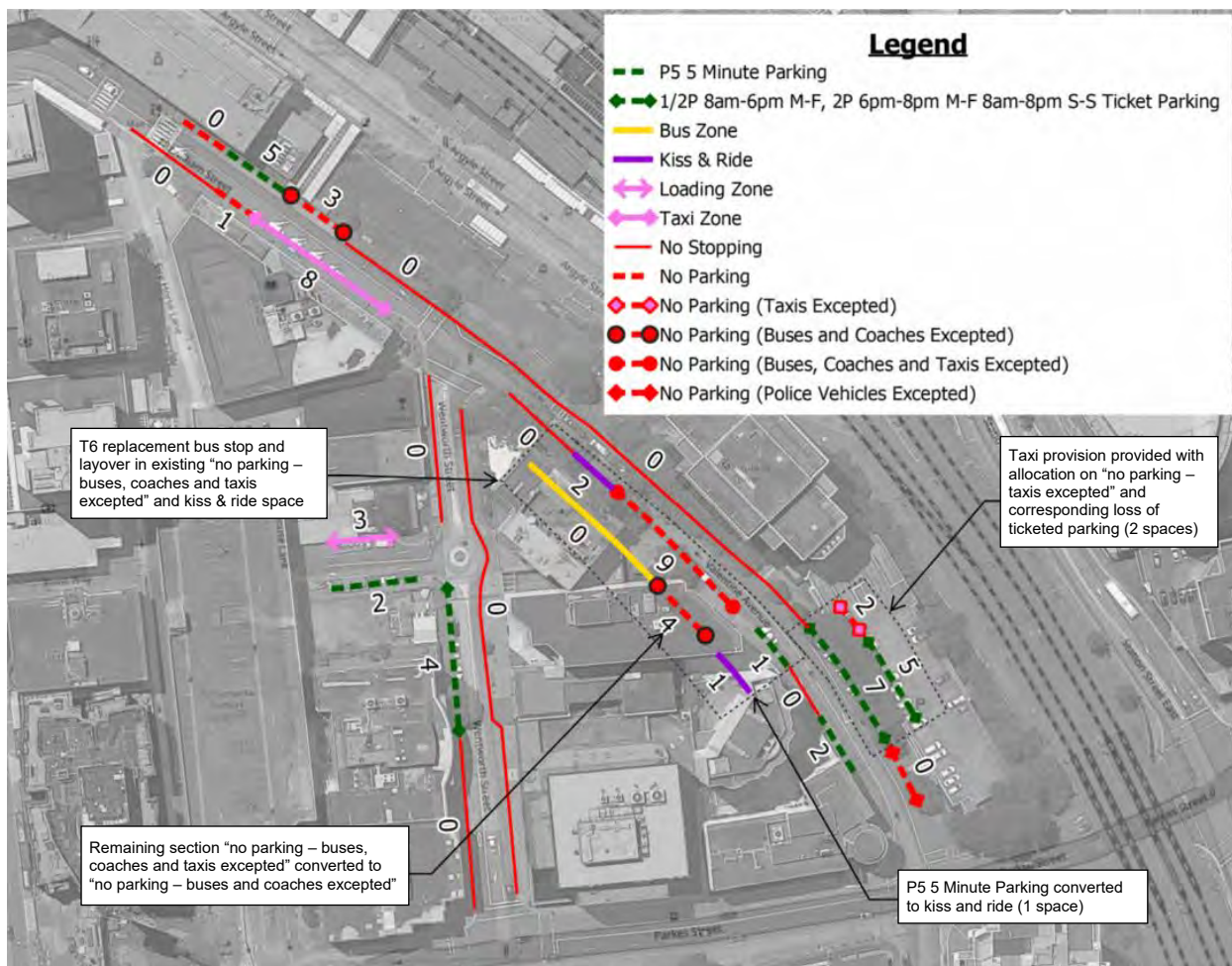


**Figure 3.114: Valentine Ave – Existing Parking Conditions**

The taxi zone located north of Valentine Avenue in Fitzwilliam Street currently provides capacity for eight taxis to wait for passenger fares. From site observations it was observed that the existing section of no parking (buses, coaches, taxis excepted) on Valentine Avenue is used as a taxi overflow/staging area, where taxis form a queue until space is available in the rank. The current arrangement allows taxis to fill the taxi zone on Fitzwilliam Street first, and once full then taxis queue up in Valentine Avenue. This relies on taxis waiting in Valentine Avenue to have forward visibility to the end of the taxi zone to determine when they can proceed forward. Drivers do not want to proceed too early, otherwise they may block the through travel lane, or be forced to drive around the block whereby they have lost their spot in the queue.

### 3.5.8.2 Impacts and Mitigation

The changes implemented at Valentine Avenue during construction are not further amended in the end state. As a result, the impacts during construction are the same as the end state and are presented in **Figure 3.115** on the one map. The map shows lines on the carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.115: Valentine Ave – Construction and End State Parking Conditions**

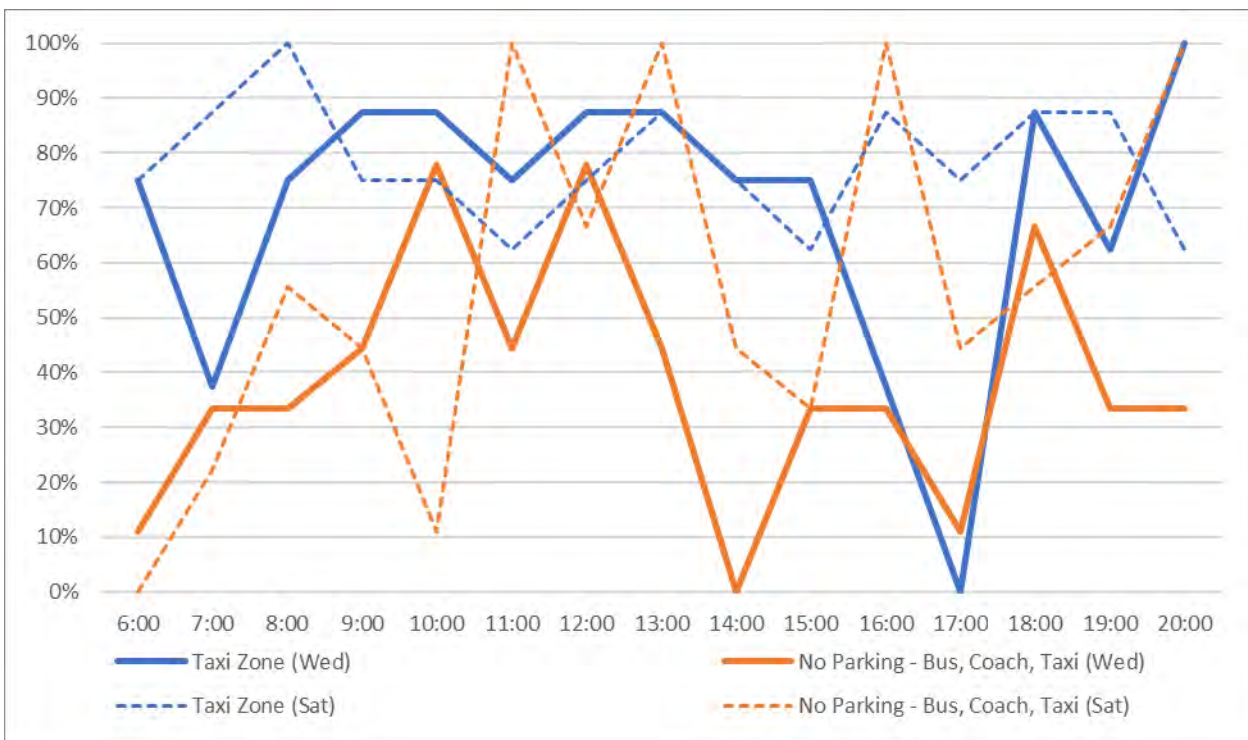


### T6 Replacement Bus Stops

The existing no parking (buses, coaches, taxis excepted), between Parkes Street and Wentworth Street, on the southern kerb is to be reduced to allow for the no parking area to be utilised as a bus stop and a layover area for the terminating T6 replacement bus service. The bus stop extends into the existing no stopping and no parking at the northern end to minimise the parking impact, without impacting the signal operation and visibility. The bus stop results in a loss of the two no parking spaces (supplementary signposted onsite as kiss and ride) and reduces the capacity of the no parking (buses, coaches, taxis excepted) by five spaces.

As noted above, the no parking (buses, coaches, taxis excepted) on Valentine Avenue is used as a taxi overflow area. **Figure 3.116** supports this observation with high utilisation of the no stopping area typically corresponding with high utilisation of the taxi zone.

The four remaining spaces of the no parking (buses, coaches, taxis excepted) is to be redesignated as no parking (buses, coaches excepted). This removes the ability for this section to be used by taxis as an overflow waiting area. Due to the kerb configuration the southern end of the existing no parking (buses, coaches, taxis excepted) restriction does not provide adequate visibility to the back of the taxi zone in Fitzwilliam Street.



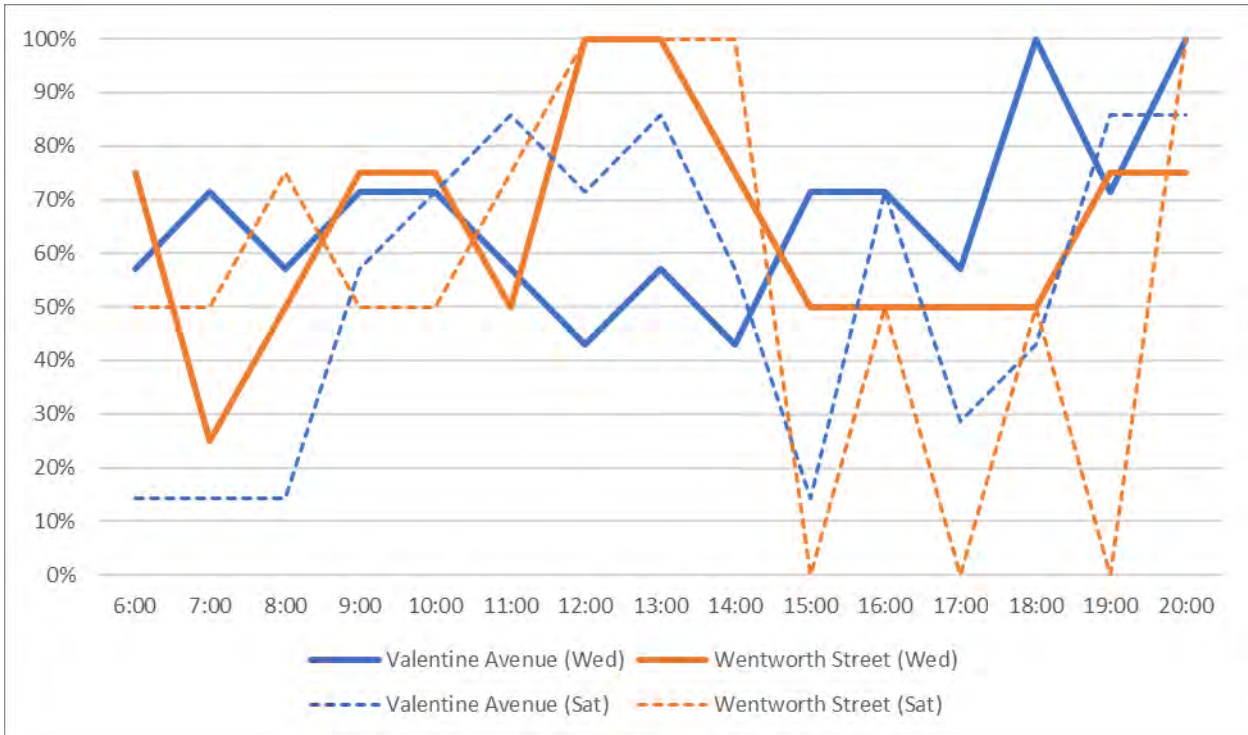
**Figure 3.116: Valentine Ave Taxis, Buses and Coach Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

To mitigate the loss of the no parking area for taxis, two spaces from the ticketed parking (½P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S-S) on Valentine Avenue are to be redesignated as no parking (taxis excepted). **Figure 3.117** shows the current utilisation of the ticketed parking areas in Valentine Avenue (seven spaces) and Wentworth Avenue (four spaces) during the survey period. The data indicates that during the survey period these ticketed parking areas were not concurrently 100% utilised. As such it is considered that some spare capacity is available, within 150m walk, to absorb the losses because of the change of use to no parking (taxis excepted).



In the case where capacity is not available in either Valentine Avenue or Wentworth Street, parking demand could also be absorbed into the Parramatta Station multi-level car park accessed off Wentworth Street.

It is acknowledged that the proposal results in a reduction in no parking where taxis are exempted, and this will lead to a reduction in the number of taxis that can queue at this location. Anecdotal evidence is that there are several taxi ranks in other parts of Parramatta CBD which are not well utilised by taxis, and there is potential for drivers to utilise these zones instead, as well as attempt to gain fares by radio, app or online booking services.



**Figure 3.117: 1/2-Hour Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

### P5 Parking

As per council request on the bus stops design package, one section of the 5-minute parking in Valentine Avenue is to be converted to a kiss and ride space. This replaces the loss of the kiss and ride and provides drop off and pick up opportunities at the replacement bus stop.

### 3.5.8.3 Timing of Changes

The construction of T6 replacement bus stop is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020.

# 4 Monitoring Strategy

Following the implementation of this Parking Management Strategy, it will be important to undertake some monitoring of the subsequent operational effects. This is in recognition that parking has a dynamic demand and finding an appropriate place to park can be highly opportunistic. Additionally, what could be an acceptable level of impact to some, can be perceived as an unacceptable level of impact to others. Variations in land-use, the efficiency of the public transport network, unplanned events and general performance of the road network can and will affect the success of parking interventions.

Section E11 (f) in the conditions of consent requires *“Monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.”*

As a general approach, following the implementation of the any parking changes a six-month period is normally required to embed the changes, and for users to adapt to the changed conditions. Beyond this period user behaviour is usually stable with significant changes rare. However, it is prudent to conduct some more longer-term monitoring and as such it is proposed to adopt the following review schedule and scope:

- An initial six-month review (following the construction change);
  - Immediately following implementation of parking changes associated with TMP’s and traffic switches, Parramatta Connect and TfNSW, through their community and business engagement teams, will monitor any initial feedback from stakeholders. Where possible, any required adjustments to parking to account for this feedback will be made following discussion with Council.
  - Within the first six (6) months, an assessment will be made by the Parramatta Connect traffic team to confirm that operation of the new parking restrictions is appropriate. This would involve informal/ casual monitoring of the parking utilisation within and adjacent to the change locations. Should significant issues be observed, mitigation measures would be discussed with Council.
  - Parramatta Connect would remain alert to any community feedback received directly, via TfNSW or Council and assist with developing customer responses, assessing the viability of mitigations and where appropriate undertaking physical signposting changes following discussion with Council.
- A subsequent 12 months review following the initial 6-month review (within the construction period);
  - Within 18 months of parking changes, where this period remains within the construction period, an assessment will be made by the Parramatta Connect traffic team to confirm that operation of the new parking restrictions is appropriate. This would involve informal/ casual monitoring of the parking utilisation within and adjacent to the change locations. Should significant issues be observed, mitigations would be discussed with Council.
  - Parramatta Connect would remain alert to any community feedback received directly, via TfNSW or Council and assist with developing customer responses, assessing the viability of mitigations and where appropriate undertaking physical signposting changes following discussion with Council.

- A 6-month review following completion and opening of the project;
  - Following 6 months post opening of the Project to fee paying customers, TfNSW would arrange formal monitoring of parking changes outlined in this Strategy. This would involve repeating parking occupancy surveys and undertaking an assessment of whether the observed utilisation is appropriate. The study would examine records of customer feedback received by Council or TfNSW related to parking following opening of the project including any action taken to address this feedback by Council.
  - Any recommended changes to parking signposting as a result of this assessment would be collaboratively discussed with Council through established channels, which may include Traffic Committee.
  - Where locations are contentious, subject to fluctuation or change or where stakeholder feedback is unresolved, specific locations would be flagged for further review as per the below.
- A final review 12 months following the initial 6-month review after completion and opening of the project.
  - Following 18 months post opening of the project to fee paying customers, TfNSW would arrange formal monitoring of areas identified as problematic in the 6 month post opening assessment.

Results of the 4 stages of monitoring outlined above are to be reported in the Operation Traffic, Transport and Access Performance Review (OTTAPR) required by CoA E18.

Community and stakeholder responses and feedback are to be constantly monitored by Transport for NSW and the relevant contractor throughout all works, and if significant concerns are identified they can be monitored and addressed on a case by case basis. Parking related complaints that are addressed to Council within the project areas would also be reviewed as part of the post implementation reviews.

In addition to the general monitoring requirements, specific requirements for each section of the works are detailed below.

## 4.1 Westmead Precinct

Within the Westmead Precinct the Civil Infrastructure Works impacts parking with the removal of parking from the light rail alignment and relocations into the surrounding streets. The overall parking supply in the area has been reduced.

The following items have been identified where post implementation monitoring may be required:

- Disability Parking to confirm usage remains high following opening of the hospital plaza and the provision of additional disability parking on-site
- Monitoring of any potential conflicts between residents and other users of parking within Queens Road, Caroline Street, Helen Street, Jessie Street and Hainsworth Street

Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.

## 4.2 North Parramatta Precinct

Within the North Parramatta Precinct, the Civil Infrastructure Works has the biggest impact on parking around Factory Street, otherwise parking impacts are generally minor and are restricted to minimal losses on streets at their intersection with Church Street.

The light rail will provide an opportunity for commuters to park in North Parramatta and catch the light rail into the CBD or to connect with the heavy rail. It is therefore considered that in the end state and operation of the light rail additional commuter parking may be generated within a 10-minute walking distance to the new light rail stops. To assist with the monitoring of this additional parking, existing occupancy data was collected north of Factory Street.

The following areas have been identified where post implementation monitoring may be required:

- Factory Street
  - Parking north-east of Factory Street to be monitored to determine whether the light rail operation has induced additional park and ride parking in the area to assist CoPC with consideration of expanding their resident parking permit scheme
- Fennell Street Car Park
  - The impact of the closure of the Fennell Street car park is to be monitored to determine the extent of mitigation required by CoPC to extend their 10-hour parking within the North Parramatta precinct
- Market Street
  - Operation of the combined no parking for school drop off and loading zone / taxis zones to be monitored to confirm school drop off functionality is not reduced

Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.

## 4.3 Parramatta CBD Precinct

Within the Parramatta CBD Precinct, the Civil Infrastructure Works impacts parking, loading and waste collection on Church Street and Macquarie Street. Generally, the loss of parking is to be absorbed into the CBD multi-level car parks and loading has been relocated to the closest possible location.

The following areas have been identified where post implementation monitoring may be required:

- Church Street and Macquarie Street
  - Loading functionality and waste collection for properties without rear lane access is to be monitored to determine whether additional measures are required to be considered

Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.

## 4.4 Rosehill and Camellia Precinct

Within the Rosehill and Camellia Precinct the Civil Infrastructure Works impacts parking with the removal of parking from the light rail alignment and relocations of resident parking into the surrounding streets. The overall parking supply in the area has been reduced.

The following areas have been identified where post implementation monitoring may be required:

- Alfred Street, River Road West, George Street, Arthur Street
  - The reallocation of the 4-hour parking (permit holder excepted) is to be confirmed with CoPC, if not implemented at the time of removal of parking in the area monitoring should be conducted to determine if the resident permit parking scheme should be reinstated or expanded
- Grand Avenue North & Grand Avenue
  - Parking impacts arising from specific use events held at Rosehill Gardens P2 Parking area adjacent to Grand Avenue North (i.e. Circus etc)
  - Redistribution of existing parking (commuter and business) further east along the northern and southern kerbs of Grand Avenue, following the closure of the commuter car park. It is noted that the building owners of 1C Grand Avenue requested
    - A review of the parking restrictions at the western end of Grand Avenue, with a view to increase on-street parking
    - A review of the parking in the median strip along Grand Avenue, with a view to increase parking

Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.

## 4.5 Carlingford Precinct

Within the Carlingford Precinct the Civil Infrastructure Works has an overall minor impact on parking. The changes are generally confined to the commuter car parks and T6 replacement bus stop installations. As a result, there is limited specific monitoring proposed for the Carlingford Precinct.

The following areas have been identified for closer monitoring:

- Carlingford Station
  - Thallon Street and James Street utilisation to be reviewed following completion of apartment construction, as current observations indicate a large proportion of construction worker parking
  - Redistribution of commuter car parking following confirmation of provisions in the future commuter car park within Carlingford Town Square Development
  - Adjacent land use parking demand in the new station access laneway appropriately managed
- Rydalmere Station
  - Monitoring of the proposed extension of unrestricted parking in Dudley Street



- Valentine Avenue
  - Monitoring of the taxi zone operations
  - Confirm signposted changes are being utilised as anticipated

Any additional impacts and changes to those identified in this document as a result of the monitoring results reported in the OTTAPR will be included in a future revision of this document.

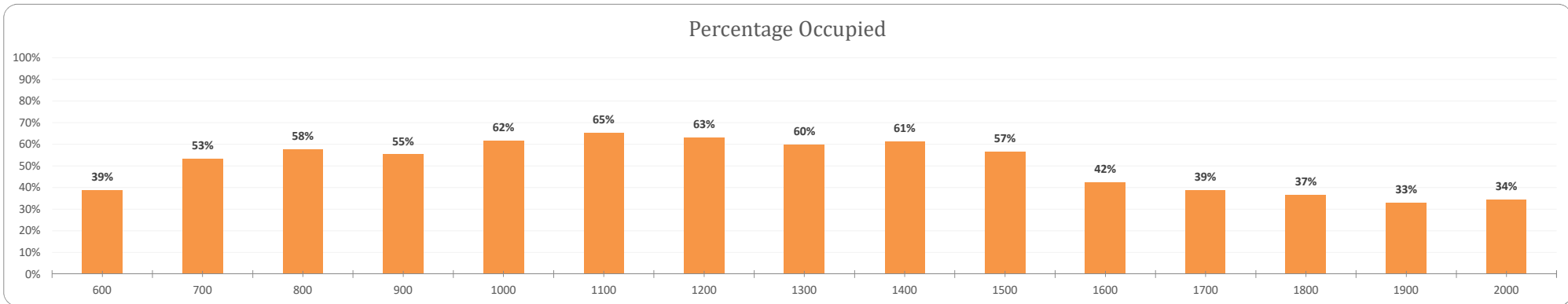
# Appendix A Parking Occupancy Surveys/Data

TTM Data

TTM Reference: 19SYD0129  
 Location: Carlingford  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 219 | 85  | 117 | 126 | 121  | 135  | 143  | 138  | 131  | 134  | 124  | 93   | 85   | 80   | 72   |
|                     | <b>Unoccupied</b>          | 134 | 102 | 93  | 98  | 84   | 76   | 81   | 88   | 85   | 95   | 126  | 134  | 139  | 147  | 144  |
|                     | <b>Percentage Occupied</b> | 39% | 53% | 58% | 55% | 62%  | 65%  | 63%  | 60%  | 61%  | 57%  | 42%  | 39%  | 37%  | 33%  | 34%  |



| Location                 | Side | Map Code | Between         | Restriction                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |  |
|--------------------------|------|----------|-----------------|-------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|--|
| Boundary Rd (Street "A") | East | A1E      | North of Lloyds | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |  |
|                          |      |          |                 | 2P 45° Angle Parking 8:30am-6pm M-F | 15       | 4   | 3   | 4   | 5   | 9    | 9    | 7    | 9    | 6    | 9    | 13   | 10   | 14   | 3    | 3    |   |  |
|                          |      |          |                 | 8:30am-1pm Sat                      |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |   |  |
|                          |      |          |                 | Disability Parking                  | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |  |
|                          | West | A1W      | North of Lloyds | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |  |
|                          |      |          |                 | Unrestricted                        | 10       | 8   | 8   | 8   | 7   | 6    | 7    | 8    | 8    | 9    | 8    | 9    | 7    | 7    | 8    | 7    |   |  |
|                          |      |          |                 | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    |      |      |      |      |      |      |      |      |      |   |  |
|                          |      |          |                 | <b>Total</b>                        | 26       | 12  | 11  | 12  | 12  | 15   | 16   | 16   | 17   | 15   | 17   | 22   | 17   | 21   | 11   | 10   |   |  |
|                          |      |          |                 | <b>Unoccupied</b>                   | 14       | 15  | 14  | 14  | 11  | 10   | 10   | 9    | 11   | 9    | 4    | 9    | 5    | 15   | 16   |      |   |  |
|                          |      |          |                 | <b>Percentage Occupied</b>          | 46%      | 42% | 46% | 46% | 58% | 62%  | 62%  | 65%  | 58%  | 65%  | 85%  | 65%  | 81%  | 42%  | 38%  |      |   |  |

| Location                   | Side         | Map Code | Between             | Restriction  | Capacity | 600 | 700 | 800 | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|--------------|----------|---------------------|--------------|----------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| James St (Street "B")      | North        | B1N      | Jenkins and Thallon | No Parking   | 0        | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            |              |          |                     | Unrestricted | 13       | 13  | 13  | 10  | 11   | 11   | 11   | 13   | 13   | 12   | 11   | 10   | 11   | 12   | 12   |      |
|                            |              |          |                     | No Parking   | 0        | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 0    |
|                            | South        | B1S      | Jenkins and Thallon | Unrestricted | 7        | 7   | 7   | 6   | 4    | 5    | 6    | 6    | 5    | 6    | 6    | 3    | 2    | 4    | 7    | 6    |
|                            | <b>Total</b> | 20       | 20                  | 20           | 16       | 15  | 16  | 17  | 19   | 18   | 20   | 20   | 14   | 12   | 15   | 19   | 18   |      |      |      |
| <b>Unoccupied</b>          | 0            | 0        | 4                   | 5            | 4        | 3   | 1   | 2   | 0    | 6    | 8    | 5    | 1    | 2    |      |      |      |      |      |      |
| <b>Percentage Occupied</b> | 100%         | 100%     | 80%                 | 75%          | 80%      | 85% | 95% | 90% | 100% | 100% | 70%  | 60%  | 75%  | 95%  | 90%  |      |      |      |      |      |

| Location                   | Side              | Map Code             | Between                          | Restriction        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|----------------------------|-------------------|----------------------|----------------------------------|--------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Lloyds Ave<br>(Street "C") | North             | C1N                  | Commuter Carpark                 | Unrestricted       | 19       | 1   | 10  | 17  | 18  | 19   | 19   | 19   | 18   | 21   | 19   | 13   | 11   | 4    | 2    | 3    |    |   |
|                            |                   |                      |                                  | Disability Parking | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   | C2N                  | Comberland and Boundary          | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | Bus Zone           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | Unrestricted       | 11       | 7   | 9   | 10  | 10  | 8    | 10   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 8    | 7  | 8 |
|                            | C3N               | Boundary and Shirley | No Stopping                      | 0                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      | No Parking 4pm-8pm (School Days) | 2                  | 0        | 0   | 0   | 1   | 2   | 2    | 1    | 2    | 1    | 2    | 1    | 2    | 2    | 0    | 1    | 1    | 1  |   |
|                            |                   |                      | Unrestricted                     | 12                 | 3        | 3   | 6   | 7   | 8   | 9    | 9    | 7    | 7    | 7    | 7    | 6    | 6    | 6    | 6    | 2    | 2  |   |
|                            | South             | C1S                  | Cumberland and Coleman           | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      |                                  | Bus Zone           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      |                                  | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   | C2S                  | Coleman and Cumberland           | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            | <b>Total</b>      |                      |                                  |                    |          | 46  | 11  | 22  | 33  | 36   | 37   | 40   | 41   | 38   | 40   | 39   | 32   | 28   | 19   | 12   | 14 |   |
|                            | <b>Unoccupied</b> |                      |                                  |                    |          | 35  | 24  | 13  | 10  | 9    | 6    | 5    | 8    | 6    | 7    | 14   | 18   | 27   | 34   | 32   |    |   |
| <b>Percentage Occupied</b> |                   |                      |                                  |                    | 24%      | 48% | 72% | 78% | 80% | 87%  | 89%  | 83%  | 87%  | 85%  | 70%  | 61%  | 41%  | 26%  | 30%  |      |    |   |

| Location                   | Side | Map Code | Between         | Restriction       | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|-----------------|-------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Shirley St<br>(Street "D") | East | D1E      | North of Lloyds | Unrestricted      | 16       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                 | No Parking        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | D1W      | North of Lloyds | Unrestricted      | 40       | 17  | 15  | 15  | 11  | 18   | 23   | 16   | 10   | 10   | 14   | 11   | 13   | 12   | 14   | 13   |
|                            |      |          |                 | <b>Total</b>      | 56       | 17  | 15  | 15  | 11  | 18   | 23   | 16   | 10   | 10   | 14   | 11   | 13   | 12   | 14   | 13   |
|                            |      |          |                 | <b>Unoccupied</b> | 39       | 41  | 41  | 45  | 38  | 33   | 40   | 46   | 46   | 42   | 45   | 43   | 44   | 42   | 43   |      |
| <b>Percentage Occupied</b> |      |          |                 |                   | 30%      | 27% | 27% | 20% | 32% | 41%  | 29%  | 18%  | 18%  | 25%  | 20%  | 23%  | 21%  | 25%  | 23%  |      |

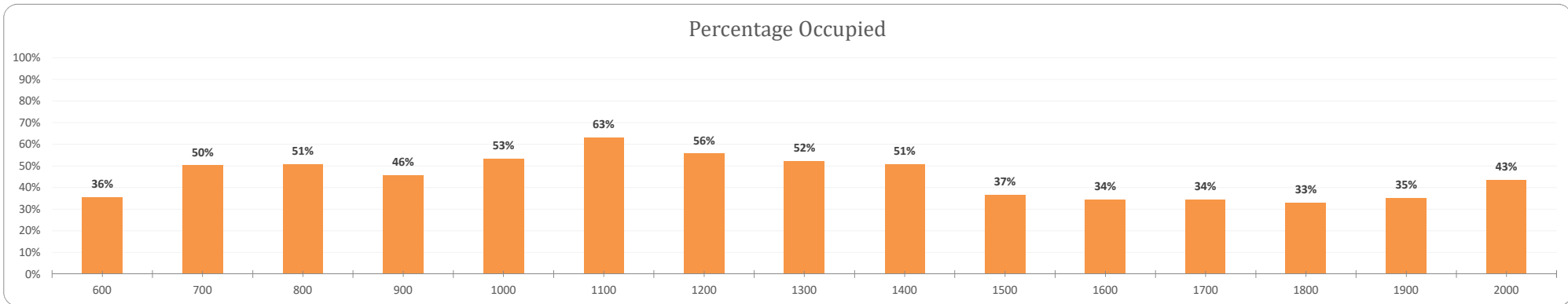
| Location                   | Side | Map Code | Between               | Restriction       | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|-----------------------|-------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Thallon St<br>(Street "E") | East | E1E      | Post Office and James | Unrestricted      | 37       | 17  | 31  | 29  | 29  | 29   | 30   | 27   | 28   | 28   | 22   | 10   | 9    | 7    | 9    | 14   |
|                            |      |          |                       | Unrestricted      | 34       | 8   | 18  | 21  | 18  | 20   | 17   | 19   | 20   | 21   | 12   | 4    | 6    | 6    | 7    | 6    |
|                            | West | E1W      | Post Office and James | No Parking        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                       | <b>Total</b>      | 71       | 25  | 49  | 50  | 47  | 49   | 47   | 46   | 48   | 49   | 34   | 14   | 15   | 13   | 16   | 20   |
|                            |      |          |                       | <b>Unoccupied</b> | 46       | 22  | 21  | 24  | 22  | 24   | 25   | 23   | 22   | 37   | 57   | 56   | 58   | 55   | 51   |      |
| <b>Percentage Occupied</b> |      |          |                       |                   | 35%      | 69% | 70% | 66% | 69% | 66%  | 65%  | 68%  | 69%  | 48%  | 20%  | 21%  | 18%  | 23%  | 28%  |      |

TTM Data

TTM Reference: 19SYD0129  
 Location: Carlingford  
 Date: Saturday, 17 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 219 | 78  | 110 | 111 | 100  | 117  | 138  | 122  | 114  | 111  | 80   | 75   | 75   | 72   | 77   |
|                     | Unoccupied          | 141 | 109 | 108 | 119 | 102  | 81   | 97   | 105  | 108  | 139  | 144  | 144  | 147  | 142  | 124  |
|                     | Percentage Occupied | 36% | 50% | 51% | 46% | 53%  | 63%  | 56%  | 52%  | 51%  | 37%  | 34%  | 34%  | 33%  | 35%  | 43%  |



| Location                   | Side | Map Code | Between         | Restriction                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |   |
|----------------------------|------|----------|-----------------|-------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|---|
| Boundary Rd (Street "A")   | East | A1E      | North of Lloyds | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
|                            |      |          |                 | 2P 45° Angle Parking 8:30am-6pm M-F | 15       | 6   | 6   | 6   | 4   | 12   | 15   | 13   | 5    | 6    | 6    | 6    | 9    | 10   | 8    | 13   |   |   |   |
|                            |      |          |                 | 8:30am-1pm Sat                      |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |   |   |   |
|                            |      |          |                 | Disability Parking                  | 1        | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                            |      |          |                 | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                            | West | A1W      | North of Lloyds | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                            |      |          |                 | Unrestricted                        | 10       | 8   | 8   | 7   | 4   | 8    | 8    | 8    | 8    | 8    | 8    | 7    | 8    | 7    | 8    | 8    |   |   |   |
|                            |      |          |                 | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                            |      |          |                 | <b>Total</b>                        | 26       | 14  | 14  | 13  | 8   | 21   | 24   | 21   | 13   | 14   | 14   | 13   | 17   | 17   | 16   | 21   |   |   |   |
|                            |      |          |                 | <b>Unoccupied</b>                   | 12       | 12  | 13  | 18  | 5   | 2    | 5    | 13   | 12   | 12   | 13   | 13   | 9    | 9    | 10   | 5    |   |   |   |
| <b>Percentage Occupied</b> |      |          |                 |                                     |          | 54% | 54% | 50% | 31% | 81%  | 92%  | 81%  | 50%  | 54%  | 54%  | 50%  | 65%  | 65%  | 62%  | 81%  |   |   |   |

| Location                   | Side         | Map Code | Between             | Restriction  | Capacity | 600 | 700  | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------|--------------|----------|---------------------|--------------|----------|-----|------|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| James St (Street "B")      | North        | B1N      | Jenkins and Thallon | No Parking   | 0        | 0   | 0    | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |              |          |                     | Unrestricted | 13       | 13  | 13   | 12  | 11  | 11   | 13   | 12   | 11   | 12   | 10   | 12   | 11   | 11   | 12   | 13   |    |
|                            |              |          |                     | No Parking   | 0        | 0   | 0    | 0   | 0   | 0    | 0    | 0    | 2    | 1    | 1    | 0    | 2    | 1    | 0    | 0    | 0  |
|                            | South        | B1S      | Jenkins and Thallon | Unrestricted | 7        | 5   | 7    | 6   | 7   | 7    | 5    | 7    | 7    | 4    | 4    | 2    | 6    | 3    | 3    | 3    |    |
|                            | <b>Total</b> |          |                     |              |          | 20  | 18   | 20  | 18  | 18   | 18   | 18   | 21   | 19   | 17   | 14   | 16   | 18   | 14   | 15   | 16 |
| <b>Unoccupied</b>          |              |          |                     |              | 2        | 0   | 2    | 2   | 2   | 2    | -1   | 1    | 3    | 6    | 4    | 2    | 6    | 5    | 4    |      |    |
| <b>Percentage Occupied</b> |              |          |                     |              |          | 90% | 100% | 90% | 90% | 90%  | 90%  | 105% | 95%  | 85%  | 70%  | 80%  | 90%  | 70%  | 75%  | 80%  |    |



| Location                   | Side              | Map Code             | Between                          | Restriction        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|----------------------------|-------------------|----------------------|----------------------------------|--------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Lloyds Ave<br>(Street "C") | North             | C1N                  | Commuter Carpark                 | Unrestricted       | 19       | 1   | 1   | 1   | 1   | 0    | 1    | 2    | 1    | 3    | 2    | 3    | 4    | 4    | 3    | 8    |    |   |
|                            |                   |                      |                                  | Disability Parking | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   | C2N                  | Comberland and Boundary          | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | Bus Zone           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |                      |                                  | Unrestricted       | 11       | 7   | 8   | 10  | 8   | 10   | 10   | 6    | 4    | 6    | 8    | 8    | 8    | 6    | 9    | 10   |    |   |
|                            | C3N               | Boundary and Shirley | No Stopping                      | 0                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      | No Parking 4pm-8pm (School Days) | 2                  | 0        | 0   | 0   | 0   | 1   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    |    |   |
|                            |                   |                      | Unrestricted                     | 12                 | 2        | 2   | 2   | 2   | 4   | 7    | 5    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    |    |   |
|                            | South             | C1S                  | Cumberland and Coleman           | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      |                                  | Bus Zone           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   | C2S                  | Coleman and Cumberland           | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |                      |                                  |                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            | <b>Total</b>      |                      |                                  |                    |          | 46  | 10  | 11  | 13  | 11   | 15   | 20   | 13   | 7    | 11   | 12   | 13   | 15   | 13   | 16   | 22 |   |
|                            | <b>Unoccupied</b> |                      |                                  |                    |          | 36  | 35  | 33  | 35  | 31   | 26   | 33   | 39   | 35   | 34   | 33   | 31   | 33   | 30   | 24   |    |   |
| <b>Percentage Occupied</b> |                   |                      |                                  |                    |          | 22% | 24% | 28% | 24% | 33%  | 43%  | 28%  | 15%  | 24%  | 26%  | 28%  | 33%  | 28%  | 35%  | 48%  |    |   |

| Location                   | Side | Map Code | Between         | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|-----------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Shirley St<br>(Street "D") | East | D1E      | North of Lloyds | Unrestricted | 16       | 0   | 0   | 0   | 0   | 0    | 0    | 3    | 7    | 2    | 1    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                 | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | D1W      | North of Lloyds | Unrestricted | 40       | 12  | 12  | 11  | 9   | 8    | 18   | 13   | 13   | 12   | 15   | 13   | 11   | 14   | 14   | 15   |
|                            |      |          |                 | <b>Total</b> | 56       | 12  | 12  | 11  | 9   | 8    | 18   | 16   | 20   | 14   | 16   | 13   | 11   | 14   | 14   | 15   |
| <b>Unoccupied</b>          |      |          |                 |              | 44       | 44  | 45  | 47  | 48  | 38   | 40   | 36   | 42   | 40   | 43   | 45   | 42   | 42   | 41   |      |
| <b>Percentage Occupied</b> |      |          |                 |              |          | 21% | 21% | 20% | 16% | 14%  | 32%  | 29%  | 36%  | 25%  | 29%  | 23%  | 20%  | 25%  | 25%  | 27%  |

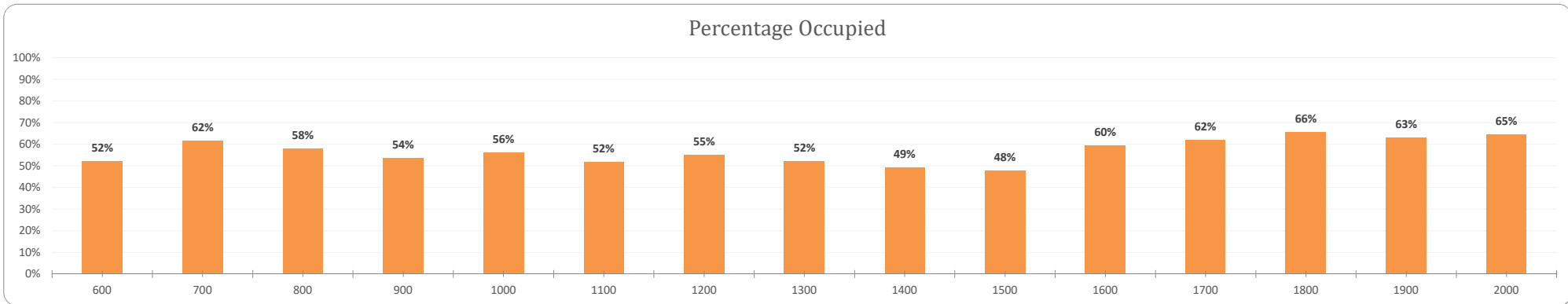
| Location                   | Side | Map Code | Between               | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|-----------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Thallon St<br>(Street "E") | East | E1E      | Post Office and James | Unrestricted | 37       | 16  | 26  | 27  | 26  | 28   | 30   | 27   | 29   | 29   | 11   | 9    | 4    | 6    | 8    | 10   |
|                            |      |          |                       | Unrestricted | 34       | 8   | 27  | 29  | 28  | 27   | 28   | 24   | 26   | 26   | 13   | 11   | 10   | 8    | 8    | 11   |
|                            | West | E1W      | Post Office and James | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                       | <b>Total</b> | 71       | 24  | 53  | 56  | 54  | 55   | 58   | 51   | 55   | 24   | 20   | 14   | 14   | 16   | 21   |      |
| <b>Unoccupied</b>          |      |          |                       |              | 47       | 18  | 15  | 17  | 16  | 13   | 20   | 16   | 16   | 47   | 51   | 57   | 57   | 55   | 50   |      |
| <b>Percentage Occupied</b> |      |          |                       |              |          | 34% | 75% | 79% | 76% | 77%  | 82%  | 72%  | 77%  | 77%  | 34%  | 28%  | 20%  | 20%  | 23%  | 30%  |

TTM Data

TTM Reference: 19SYD0129  
 Location: Telopea North  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     | 203                 | 106 | 125 | 118 | 109 | 114  | 105  | 112  | 106  | 100  | 97   | 121  | 126  | 133  | 128  | 131  |
|                     | Unoccupied          | 97  | 78  | 85  | 94  | 89   | 98   | 91   | 97   | 103  | 106  | 82   | 77   | 70   | 75   | 72   |
|                     | Percentage Occupied | 52% | 62% | 58% | 54% | 56%  | 52%  | 55%  | 52%  | 49%  | 48%  | 60%  | 62%  | 66%  | 63%  | 65%  |



| Location                 | Side                | Map Code | Between                                | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|--------------------------|---------------------|----------|----------------------------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Adderton Rd (Street "A") | East                | A1E      | 73-75 Adderton Rd to 19-27 Adderton Rd | Unrestricted                          | 15       | 8   | 12  | 11  | 11  | 12   | 12   | 12   | 12   | 12   | 12   | 10   | 4    | 5    | 4    | 6    |   |   |
|                          |                     |          |                                        | Loading Zone                          | 2        | 0   | 1   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                          |                     |          |                                        | 1P 8:30am-6pm M-F, 8:30am-12:30pm Sat | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 2    | 1    | 1    | 2    | 0    | 2    | 0    | 2    | 1 |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                          |                     |          |                                        | 1P 8:30am-6pm M-F, 8:30am-12:30pm Sat | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                          |                     |          |                                        | Unrestricted                          | 40       | 13  | 27  | 22  | 19  | 19   | 16   | 16   | 18   | 16   | 15   | 20   | 21   | 23   | 25   | 24   |   |   |
|                          | West                | A1W      | 73-75 and Telopea                      | Unrestricted                          | 10       | 5   | 7   | 6   | 8   | 8    | 7    | 9    | 6    | 7    | 5    | 8    | 5    | 8    | 6    | 4    |   |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     | A2W      | Telopea and Robert                     | Mail Zone                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     | A3W      | Robert to 19-27 Adderton Rd            | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     |          |                                        | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                          |                     |          |                                        | Unrestricted                          | 32       | 15  | 13  | 12  | 10  | 9    | 7    | 6    | 8    | 8    | 9    | 16   | 20   | 22   | 20   | 21   |   |   |
|                          |                     |          |                                        | <b>Total</b>                          | 104      | 41  | 60  | 51  | 48  | 49   | 42   | 45   | 45   | 44   | 43   | 54   | 52   | 58   | 57   | 56   |   |   |
|                          | Unoccupied          | 63       | 44                                     | 53                                    | 56       | 55  | 62  | 59  | 59  | 60   | 61   | 50   | 52   | 46   | 47   | 48   |      |      |      |      |   |   |
|                          | Percentage Occupied | 39%      | 58%                                    | 49%                                   | 46%      | 47% | 40% | 43% | 43% | 42%  | 41%  | 52%  | 50%  | 56%  | 55%  | 54%  |      |      |      |      |   |   |

| Location                   | Side  | Map Code | Between            | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|-------|----------|--------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Garden St<br>(Street "B")  | North | B1N      | Teloepa and Robert | Unrestricted | 15       | 9   | 8   | 10  | 9   | 9    | 10   | 11   | 10   | 10   | 9    | 9    | 10   | 10   | 8    | 10   |
|                            | South | B1S      | Teloepa and Robert | Unrestricted | 16       | 9   | 9   | 9   | 9   | 7    | 9    | 10   | 7    | 8    | 8    | 10   | 11   | 12   | 10   | 12   |
| <b>Total</b>               |       |          |                    |              | 31       | 18  | 17  | 19  | 18  | 16   | 19   | 21   | 17   | 18   | 17   | 19   | 21   | 22   | 18   | 22   |
| <b>Unoccupied</b>          |       |          |                    |              | 13       | 14  | 12  | 13  | 15  | 12   | 10   | 14   | 13   | 14   | 12   | 10   | 9    | 13   | 9    |      |
| <b>Percentage Occupied</b> |       |          |                    |              | 58%      | 55% | 61% | 58% | 52% | 61%  | 68%  | 55%  | 58%  | 55%  | 61%  | 68%  | 71%  | 58%  | 71%  |      |

| Location                   | Side  | Map Code | Between                              | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------|-------|----------|--------------------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| Robert St<br>(Street "C")  | North | C1N      | 10-14 Robert St to Garden            | Unrestricted | 14       | 6   | 6   | 10  | 9   | 9    | 9    | 10   | 9    | 5    | 10   | 12   | 10   | 10   | 10   | 10   |    |
|                            |       |          |                                      | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |       | C2N      | Garden to Adderton                   | Unrestricted | 2        | 0   | 0   | 1   | 1   | 1    | 2    | 1    | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 2  |
|                            | South | C1S      | 10-14 Robert St Entrance to Adderton | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |       |          |                                      | Unrestricted | 16       | 12  | 11  | 10  | 8   | 13   | 10   | 9    | 10   | 10   | 10   | 10   | 11   | 11   | 12   | 12   | 13 |
|                            |       |          |                                      | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Total</b>               |       |          |                                      |              | 32       | 18  | 17  | 21  | 18  | 23   | 21   | 20   | 20   | 16   | 21   | 25   | 22   | 23   | 23   | 25   |    |
| <b>Unoccupied</b>          |       |          |                                      |              | 14       | 15  | 11  | 14  | 9   | 11   | 12   | 12   | 16   | 11   | 7    | 10   | 9    | 9    | 7    |      |    |
| <b>Percentage Occupied</b> |       |          |                                      |              | 56%      | 53% | 66% | 56% | 72% | 66%  | 63%  | 63%  | 50%  | 66%  | 78%  | 69%  | 72%  | 72%  | 78%  |      |    |

| Location                     | Side  | Map Code | Between        | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|------------------------------|-------|----------|----------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Shortland St<br>(Street "D") | North | D1N      | Sturt and Wade | Unrestricted | 11       | 10  | 10  | 7   | 7   | 7    | 6    | 7    | 7    | 7    | 3    | 8    | 10   | 9    | 10   | 10   |
|                              | South | D1S      | Sturt and Wade | Unrestricted | 8        | 6   | 6   | 6   | 4   | 5    | 4    | 7    | 4    | 6    | 5    | 5    | 7    | 6    | 6    | 6    |
| <b>Total</b>                 |       |          |                |              | 19       | 16  | 16  | 13  | 11  | 12   | 10   | 14   | 11   | 13   | 8    | 13   | 17   | 15   | 16   | 16   |
| <b>Unoccupied</b>            |       |          |                |              | 3        | 3   | 6   | 8   | 7   | 9    | 5    | 8    | 6    | 11   | 6    | 2    | 4    | 3    | 3    |      |
| <b>Percentage Occupied</b>   |       |          |                |              | 84%      | 84% | 68% | 58% | 63% | 53%  | 74%  | 58%  | 68%  | 42%  | 68%  | 89%  | 79%  | 84%  | 84%  |      |

| Location                   | Side | Map Code | Between            | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|--------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Sturt St<br>(Street "E")   | East | E1E      | South of Shortland | Bus Stop                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | E1W      | South of Shortland | Commuter Parking Unrestricted | 17       | 13  | 15  | 14  | 14  | 14   | 13   | 12   | 13   | 9    | 8    | 10   | 14   | 15   | 14   | 12   |
| <b>Total</b>               |      |          |                    |                               | 17       | 13  | 15  | 14  | 14  | 14   | 13   | 12   | 13   | 9    | 8    | 10   | 14   | 15   | 14   | 12   |
| <b>Unoccupied</b>          |      |          |                    |                               | 4        | 2   | 3   | 3   | 3   | 4    | 5    | 4    | 8    | 9    | 7    | 3    | 2    | 3    | 5    |      |
| <b>Percentage Occupied</b> |      |          |                    |                               | 76%      | 88% | 82% | 82% | 82% | 76%  | 71%  | 76%  | 53%  | 47%  | 59%  | 82%  | 88%  | 82%  | 71%  |      |

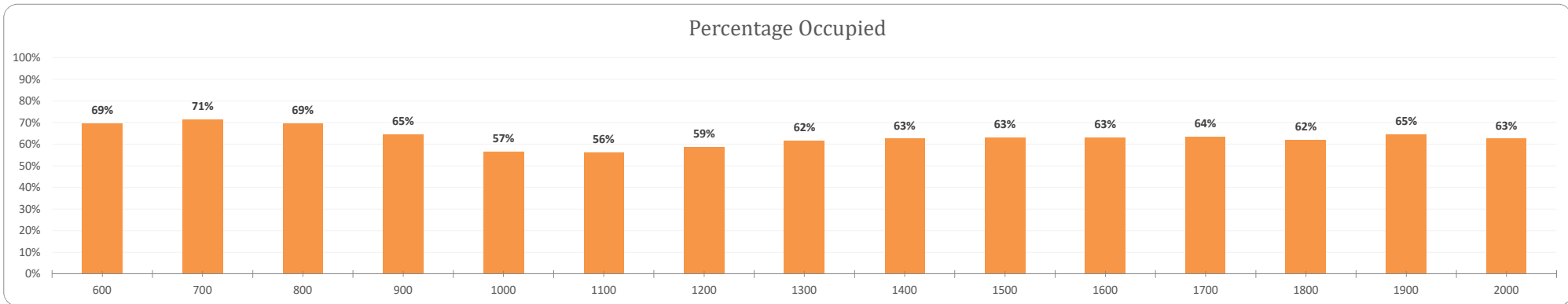
| Location                   | Side | Map Code | Between             | Restriction | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|---------------------|-------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Teloepa St<br>(Street "F") | East | F1E      | Garden and Adderton | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | F1W      | Garden and Adderton | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>               |      |          |                     |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Unoccupied</b>          |      |          |                     |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Percentage Occupied</b> |      |          |                     |             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |

TTM Data

TTM Reference: 19SYD0129  
 Location: Telopea North  
 Date: Saturday, 17 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     | 203                 | 141 | 145 | 141 | 131 | 115  | 114  | 119  | 125  | 127  | 128  | 128  | 129  | 126  | 131  | 127  |
|                     | Unoccupied          | 62  | 58  | 62  | 72  | 88   | 89   | 84   | 78   | 76   | 75   | 75   | 74   | 77   | 72   | 76   |
|                     | Percentage Occupied | 69% | 71% | 69% | 65% | 57%  | 56%  | 59%  | 62%  | 63%  | 63%  | 64%  | 62%  | 65%  | 63%  |      |



| Location                 | Side                | Map Code | Between                                | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|--------------------------|---------------------|----------|----------------------------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Adderton Rd (Street "A") | East                | A1E      | 73-75 Adderton Rd to 19-27 Adderton Rd | Unrestricted                          | 15       | 6   | 7   | 8   | 7   | 6    | 6    | 6    | 7    | 7    | 6    | 7    | 5    | 6    | 8    | 7    |    |   |
|                          |                     |          |                                        | Loading Zone                          | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                          |                     |          |                                        | 1P 8:30am-6pm M-F, 8:30am-12:30pm Sat | 2        | 1   | 1   | 1   | 2   | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2  | 0 |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                          |                     |          |                                        | 1P 8:30am-6pm M-F, 8:30am-12:30pm Sat | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                          |                     |          |                                        | Unrestricted                          | 40       | 31  | 28  | 28  | 27  | 22   | 21   | 24   | 23   | 25   | 26   | 27   | 26   | 29   | 30   | 27   |    |   |
|                          | West                | A1W      | 73-75 and Telopea                      | Unrestricted                          | 10       | 3   | 4   | 3   | 4   | 3    | 4    | 4    | 4    | 6    | 5    | 6    | 4    | 6    | 4    | 1    | 3  |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                          |                     | A2W      | Telopea and Robert                     | Mail Zone                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                          |                     |          |                                        | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                          |                     | A3W      | Robert to 19-27 Adderton Rd            | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                          |                     |          |                                        | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                          |                     |          |                                        | Unrestricted                          | 32       | 27  | 26  | 24  | 20  | 21   | 19   | 22   | 21   | 23   | 24   | 23   | 22   | 22   | 22   | 23   | 21 |   |
|                          |                     |          |                                        | <b>Total</b>                          | 104      | 68  | 66  | 64  | 60  | 52   | 50   | 57   | 58   | 60   | 62   | 61   | 59   | 61   | 61   | 64   | 58 |   |
|                          | Unoccupied          | 36       | 38                                     | 40                                    | 44       | 52  | 54  | 47  | 46  | 44   | 42   | 43   | 45   | 43   | 40   | 46   |      |      |      |      |    |   |
|                          | Percentage Occupied | 65%      | 63%                                    | 62%                                   | 58%      | 50% | 48% | 55% | 56% | 58%  | 60%  | 59%  | 57%  | 59%  | 62%  | 56%  |      |      |      |      |    |   |

| Location                   | Side  | Map Code | Between            | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|-------|----------|--------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Garden St<br>(Street "B")  | North | B1N      | Teloepa and Robert | Unrestricted | 15       | 10  | 10  | 11  | 8   | 7    | 8    | 7    | 7    | 10   | 9    | 10   | 9    | 9    | 10   | 10   |
|                            | South | B1S      | Teloepa and Robert | Unrestricted | 16       | 12  | 12  | 13  | 12  | 9    | 8    | 8    | 9    | 7    | 5    | 3    | 7    | 7    | 7    | 6    |
| <b>Total</b>               |       |          |                    |              | 31       | 22  | 22  | 24  | 20  | 16   | 16   | 15   | 16   | 17   | 14   | 13   | 16   | 16   | 17   | 16   |
| <b>Unoccupied</b>          |       |          |                    |              | 9        | 9   | 7   | 11  | 15  | 15   | 16   | 15   | 14   | 17   | 18   | 15   | 15   | 14   | 15   | 15   |
| <b>Percentage Occupied</b> |       |          |                    |              |          | 71% | 71% | 77% | 65% | 52%  | 52%  | 48%  | 52%  | 55%  | 45%  | 42%  | 52%  | 52%  | 55%  | 52%  |

| Location                   | Side  | Map Code | Between                              | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|----------------------------|-------|----------|--------------------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Robert St<br>(Street "C")  | North | C1N      | 10-14 Robert St to Garden            | Unrestricted | 14       | 8   | 12  | 11  | 10  | 9    | 11   | 11   | 11   | 9    | 8    | 10   | 11   | 11   | 11   | 11   |    |   |
|                            |       |          |                                      | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | C2N      | Garden to Adderton                   | Unrestricted | 2        | 1   | 2   | 2   | 1   | 1    | 2    | 1    | 2    | 1    | 2    | 1    | 2    | 1    | 2    | 1    | 2  | 2 |
|                            | South | C1S      | 10-14 Robert St Entrance to Adderton | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |          |                                      | Unrestricted | 16       | 13  | 14  | 12  | 12  | 14   | 12   | 12   | 15   | 13   | 11   | 12   | 9    | 9    | 10   | 10   | 10 |   |
|                            |       |          |                                      | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
| <b>Total</b>               |       |          |                                      |              | 32       | 22  | 28  | 25  | 23  | 24   | 25   | 24   | 28   | 23   | 21   | 23   | 22   | 21   | 23   | 23   |    |   |
| <b>Unoccupied</b>          |       |          |                                      |              | 10       | 4   | 7   | 9   | 8   | 7    | 8    | 8    | 4    | 9    | 11   | 9    | 10   | 11   | 9    | 9    |    |   |
| <b>Percentage Occupied</b> |       |          |                                      |              |          | 69% | 88% | 78% | 72% | 75%  | 78%  | 75%  | 88%  | 72%  | 66%  | 72%  | 69%  | 66%  | 72%  | 72%  |    |   |

| Location                     | Side  | Map Code | Between        | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|------------------------------|-------|----------|----------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Shortland St<br>(Street "D") | North | D1N      | Sturt and Wade | Unrestricted | 11       | 9   | 10  | 10  | 8   | 7    | 7    | 6    | 7    | 9    | 9    | 9    | 10   | 11   | 10   | 9    |
|                              | South | D1S      | Sturt and Wade | Unrestricted | 8        | 8   | 8   | 8   | 8   | 7    | 6    | 5    | 5    | 6    | 7    | 7    | 7    | 6    | 4    | 7    |
| <b>Total</b>                 |       |          |                |              | 19       | 17  | 18  | 18  | 16  | 14   | 13   | 11   | 12   | 15   | 16   | 16   | 17   | 17   | 14   | 16   |
| <b>Unoccupied</b>            |       |          |                |              | 2        | 1   | 1   | 3   | 5   | 6    | 8    | 7    | 4    | 3    | 3    | 2    | 2    | 2    | 5    | 3    |
| <b>Percentage Occupied</b>   |       |          |                |              |          | 89% | 95% | 95% | 84% | 74%  | 68%  | 58%  | 63%  | 79%  | 84%  | 84%  | 89%  | 89%  | 74%  | 84%  |

| Location                   | Side | Map Code | Between            | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|--------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Sturt St<br>(Street "E")   | East | E1E      | South of Shortland | Bus Stop                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | E1W      | South of Shortland | Commuter Parking Unrestricted | 17       | 12  | 11  | 10  | 12  | 9    | 10   | 12   | 11   | 12   | 15   | 15   | 15   | 11   | 13   | 14   |
| <b>Total</b>               |      |          |                    |                               | 17       | 12  | 11  | 10  | 12  | 9    | 10   | 12   | 11   | 12   | 15   | 15   | 15   | 11   | 13   | 14   |
| <b>Unoccupied</b>          |      |          |                    |                               | 5        | 6   | 7   | 5   | 8   | 7    | 5    | 6    | 5    | 2    | 2    | 2    | 6    | 4    | 3    |      |
| <b>Percentage Occupied</b> |      |          |                    |                               |          | 71% | 65% | 59% | 71% | 53%  | 59%  | 71%  | 65%  | 71%  | 88%  | 88%  | 88%  | 65%  | 76%  | 82%  |

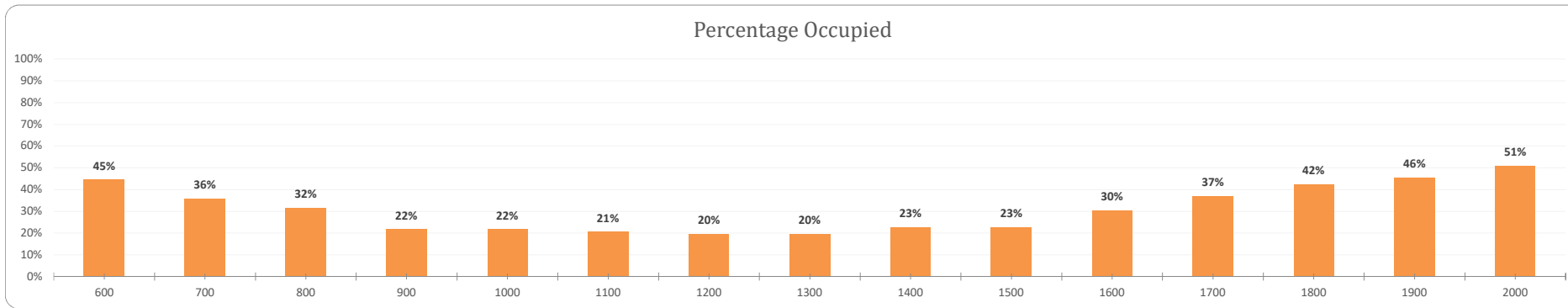
| Location                   | Side | Map Code | Between             | Restriction | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|---------------------|-------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Teloepa St<br>(Street "F") | East | F1E      | Garden and Adderton | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | F1W      | Garden and Adderton | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>               |      |          |                     |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Unoccupied</b>          |      |          |                     |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Percentage Occupied</b> |      |          |                     |             |          | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |

TTM Data

TTM Reference: 19SYD0129  
 Location: Telopea South  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 92  | 41  | 33  | 29  | 20   | 20   | 19   | 18   | 18   | 21   | 21   | 28   | 34   | 39   | 42   |
|                     | Unoccupied          | 51  | 59  | 63  | 72  | 72   | 73   | 74   | 74   | 71   | 71   | 64   | 58   | 53   | 50   | 45   |
|                     | Percentage Occupied | 45% | 36% | 32% | 22% | 22%  | 21%  | 20%  | 20%  | 23%  | 23%  | 30%  | 37%  | 42%  | 46%  | 51%  |



| Location                   | Side | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------|------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| Leamington Rd (Street "A") | East | AA1E     | South of Narrun            | Unrestricted | 18       | 8   | 7   | 5   | 1   | 2    | 2    | 3    | 2    | 2    | 1    | 3    | 3    | 4    | 8    | 7    |    |
|                            |      | AA2E     | North of Kissing Point     | Unrestricted | 10       | 6   | 7   | 7   | 5   | 6    | 5    | 4    | 4    | 3    | 4    | 5    | 6    | 7    | 8    | 8    | 8  |
|                            | West | AA1W     | Narrun and Rock Farm       | Unrestricted | 11       | 4   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3  |
|                            |      | AA2W     | South of Rock Farm         | Unrestricted | 5        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2  |
|                            |      | AA3W     | North of Kissing Point     | Unrestricted | 14       | 9   | 7   | 6   | 5   | 5    | 5    | 4    | 6    | 6    | 7    | 7    | 10   | 11   | 10   | 12   | 12 |
|                            |      |          | <b>Total</b>               | 58           | 28       | 23  | 20  | 13  | 15  | 14   | 13   | 14   | 14   | 14   | 15   | 19   | 23   | 26   | 31   | 32   |    |
|                            |      |          | <b>Unoccupied</b>          |              | 30       | 35  | 38  | 45  | 43  | 44   | 45   | 44   | 44   | 44   | 43   | 39   | 35   | 32   | 27   | 26   |    |
|                            |      |          | <b>Percentage Occupied</b> |              | 48%      | 40% | 34% | 22% | 26% | 24%  | 22%  | 24%  | 24%  | 24%  | 26%  | 33%  | 40%  | 45%  | 53%  | 55%  |    |

| Location                   | Side  | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|-------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Rock Farm Ave (Street "B") | North | BB1N     | Denham and Leamington      | Unrestricted | 7        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South | BB1S     | Denham and Leamington      | Unrestricted | 7        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    |
|                            |       |          | <b>Total</b>               |              | 14       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 2    |
|                            |       |          | <b>Unoccupied</b>          |              | 14       | 14  | 14  | 14  | 14  | 14   | 14   | 14   | 14   | 14   | 14   | 13   | 13   | 13   | 13   | 12   |
|                            |       |          | <b>Percentage Occupied</b> |              |          | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 7%   | 7%   | 7%   | 7%   | 7%   | 14%  |

| Location               | Side | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|------------------------|------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Winter St (Street "C") | East | CC1E     | North of Adderton          | Unrestricted | 20       | 13  | 10  | 9   | 7   | 5    | 5    | 5    | 4    | 7    | 6    | 8    | 10   | 12   | 10   | 13   |
|                        | West | CC1W     | North of Adderton          | Unrestricted | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                        |      |          | <b>Total</b>               |              | 20       | 13  | 10  | 9   | 7   | 5    | 5    | 5    | 4    | 7    | 6    | 8    | 10   | 12   | 10   | 13   |
|                        |      |          | <b>Unoccupied</b>          |              | 7        | 10  | 11  | 13  | 15  | 15   | 15   | 15   | 16   | 13   | 14   | 12   | 10   | 8    | 10   | 7    |
|                        |      |          | <b>Percentage Occupied</b> |              |          | 65% | 50% | 45% | 35% | 25%  | 25%  | 25%  | 20%  | 35%  | 30%  | 40%  | 50%  | 60%  | 50%  | 65%  |

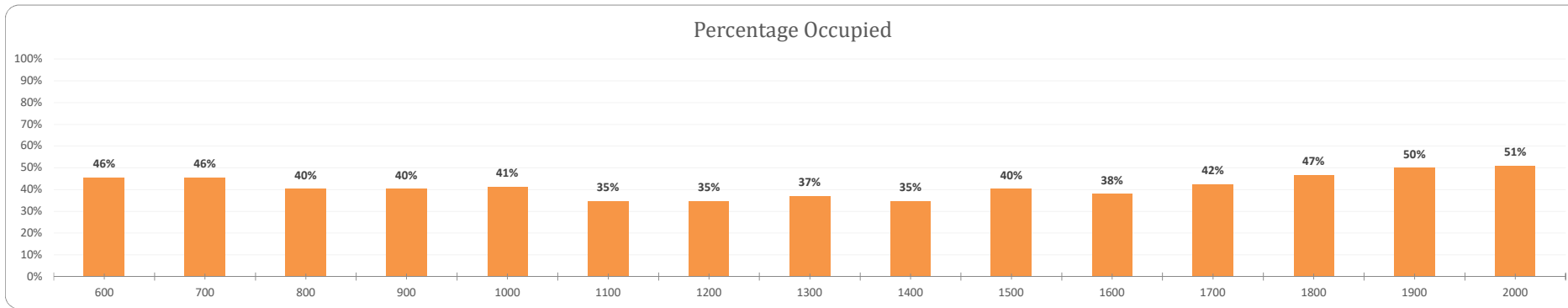


TTM Data

TTM Reference: 19SYD0129  
 Location: **Telopea South**  
 Date: **Saturday, 17 August 2019**  
 Weather: **Fine**  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 92  | 42  | 42  | 37  | 37   | 38   | 32   | 32   | 34   | 32   | 37   | 35   | 39   | 43   | 46   |
|                     | Unoccupied          | 50  | 50  | 55  | 55  | 54   | 60   | 60   | 58   | 60   | 55   | 57   | 53   | 49   | 46   | 45   |
|                     | Percentage Occupied | 46% | 46% | 40% | 40% | 41%  | 35%  | 35%  | 37%  | 35%  | 40%  | 38%  | 42%  | 47%  | 50%  | 51%  |



| Location                      | Side | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|-------------------------------|------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Leamington Rd<br>(Street "A") | East | AA1E     | South of Narrun            | Unrestricted | 18       | 9   | 10  | 7   | 5   | 6    | 5    | 4    | 5    | 3    | 4    | 5    | 6    | 7    | 7    | 8    |
|                               |      | AA2E     | North of Kissing Point     | Unrestricted | 10       | 9   | 9   | 8   | 9   | 9    | 8    | 8    | 7    | 6    | 9    | 7    | 7    | 9    | 9    | 8    |
|                               | West | AA1W     | Narrun and Rock Farm       | Unrestricted | 11       | 4   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 5    | 5    | 5    |
|                               |      | AA2W     | South of Rock Farm         | Unrestricted | 5        | 1   | 1   | 1   | 2   | 2    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    |
|                               |      | AA3W     | North of Kissing Point     | Unrestricted | 14       | 9   | 10  | 9   | 8   | 10   | 9    | 9    | 11   | 8    | 9    | 8    | 8    | 9    | 11   | 10   |
|                               |      |          |                            | <b>Total</b> | 58       | 32  | 34  | 29  | 28  | 31   | 28   | 27   | 29   | 22   | 27   | 26   | 27   | 32   | 34   | 33   |
|                               |      |          | <b>Unoccupied</b>          | 26           | 24       | 29  | 30  | 27  | 30  | 31   | 31   | 29   | 36   | 31   | 32   | 31   | 26   | 24   | 25   |      |
|                               |      |          | <b>Percentage Occupied</b> |              | 55%      | 59% | 50% | 48% | 53% | 48%  | 47%  | 50%  | 38%  | 47%  | 45%  | 47%  | 55%  | 59%  | 57%  |      |

| Location                      | Side  | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|-------------------------------|-------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Rock Farm Ave<br>(Street "B") | North | BB1N     | Denham and Leamington      | Unrestricted | 7        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 2    | 3    | 3    | 3    |
|                               | South | BB1S     | Denham and Leamington      | Unrestricted | 7        | 2   | 2   | 2   | 2   | 2    | 1    | 2    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
|                               |       |          | <b>Total</b>               | 14           | 2        | 2   | 2   | 2   | 2   | 2    | 1    | 2    | 1    | 3    | 3    | 3    | 4    | 5    | 5    |      |
|                               |       |          | <b>Unoccupied</b>          | 12           | 12       | 12  | 12  | 12  | 12  | 13   | 12   | 13   | 11   | 11   | 11   | 10   | 9    | 9    |      |      |
|                               |       |          | <b>Percentage Occupied</b> |              | 14%      | 14% | 14% | 14% | 14% | 7%   | 14%  | 7%   | 21%  | 21%  | 21%  | 29%  | 36%  | 36%  | 36%  |      |

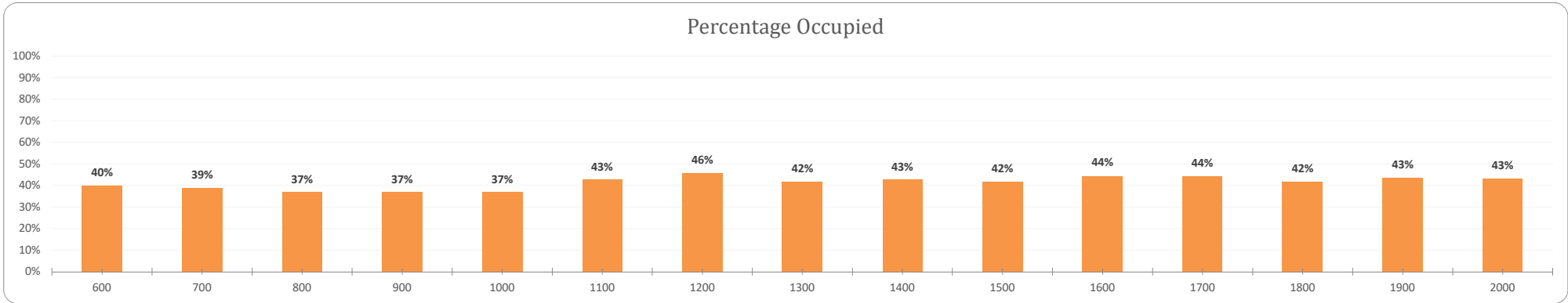
| Location                  | Side | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------------|------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Winter St<br>(Street "C") | East | CC1E     | North of Adderton          | Unrestricted | 20       | 8   | 6   | 6   | 7   | 5    | 3    | 3    | 4    | 7    | 7    | 6    | 8    | 6    | 7    | 9    |
|                           | West | CC1W     | North of Adderton          | Unrestricted | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                           |      |          | <b>Total</b>               | 20           | 8        | 6   | 6   | 7   | 5   | 3    | 3    | 3    | 4    | 7    | 7    | 6    | 8    | 6    | 7    | 9    |
|                           |      |          | <b>Unoccupied</b>          | 12           | 14       | 14  | 14  | 13  | 15  | 17   | 17   | 16   | 13   | 13   | 14   | 12   | 14   | 14   | 13   | 11   |
|                           |      |          | <b>Percentage Occupied</b> |              | 40%      | 30% | 30% | 35% | 25% | 15%  | 15%  | 20%  | 35%  | 35%  | 30%  | 40%  | 30%  | 35%  | 45%  |      |

TTM Data

TTM Reference: 19SYD0129  
 Location: Dundas  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 329 | 131 | 127 | 121 | 121  | 121  | 140  | 150  | 137  | 140  | 137  | 146  | 145  | 137  | 143  |
|                     | Unoccupied          | 198 | 202 | 208 | 208 | 208  | 189  | 179  | 192  | 189  | 192  | 183  | 184  | 192  | 186  | 187  |
|                     | Percentage Occupied | 40% | 39% | 37% | 37% | 37%  | 43%  | 46%  | 42%  | 43%  | 42%  | 44%  | 44%  | 42%  | 43%  | 43%  |



| Location                   | Side | Map Code | Between         | Restriction  | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|-----------------|--------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Adeline St<br>(Street "A") | East | A1E      | South of Calder | Unrestricted | 20                  | 15  | 12  | 10  | 9   | 7    | 8    | 9    | 8    | 7    | 9    | 5    | 10   | 13   | 15   | 17   |
|                            |      |          |                 | Unrestricted | 19                  | 15  | 12  | 11  | 12  | 12   | 12   | 10   | 11   | 12   | 12   | 13   | 11   | 13   | 15   | 16   |
|                            |      |          |                 |              | Total               | 39  | 30  | 24  | 21  | 19   | 20   | 19   | 19   | 19   | 21   | 18   | 21   | 26   | 30   | 33   |
|                            |      |          |                 |              | Unoccupied          | 9   | 15  | 18  | 18  | 20   | 19   | 20   | 20   | 18   | 21   | 18   | 13   | 9    | 6    |      |
|                            |      |          |                 |              | Percentage Occupied |     | 77% | 62% | 54% | 54%  | 49%  | 51%  | 49%  | 49%  | 54%  | 46%  | 54%  | 67%  | 77%  | 85%  |

| Location                  | Side  | Map Code | Between             | Restriction         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|---------------------------|-------|----------|---------------------|---------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Calder Rd<br>(Street "B") | North | B1N      | Dudley and Carpark  | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                           |       |          |                     | Unrestricted        | 10       | 0   | 1   | 1   | 2   | 3    | 2    | 3    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | B2N      | Carpark             | Unrestricted        | 26       | 10  | 15  | 15  | 17  | 17   | 17   | 17   | 17   | 16   | 15   | 14   | 14   | 12   | 10   | 10   | 3 |
|                           |       |          |                     | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | B3N      | Carpark and Station | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | B4N      | Station and Adeline | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 8        | 2   | 1   | 3   | 3   | 1    | 2    | 4    | 4    | 5    | 5    | 6    | 6    | 5    | 6    | 5    |   |
|                           | South | B1S      | Dudley and Crowgey  | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 10       | 1   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | B2S      | Crowgey and Adeline | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 1        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 1 |
|                           |       |          |                     | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                     | Unrestricted        | 13       | 10  | 9   | 7   | 6   | 6    | 5    | 6    | 5    | 6    | 6    | 7    | 7    | 8    | 9    | 9    |   |
| No Stopping               | 0     | 0        | 0                   | 0                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |      |      |   |
|                           |       |          |                     | Total               | 68       | 24  | 26  | 26  | 29  | 27   | 26   | 30   | 26   | 27   | 26   | 28   | 25   | 24   | 25   | 18   |   |
|                           |       |          |                     | Unoccupied          | 44       | 42  | 42  | 39  | 41  | 42   | 38   | 42   | 41   | 42   | 40   | 43   | 44   | 43   | 50   |      |   |
|                           |       |          |                     | Percentage Occupied |          | 35% | 38% | 38% | 43% | 40%  | 38%  | 44%  | 38%  | 40%  | 38%  | 41%  | 37%  | 35%  | 37%  | 26%  |   |

| Location                   | Side              | Map Code | Between             | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|----------------------------|-------------------|----------|---------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Crowgey St<br>(Street "C") | East              | C1E      | Calder and Pryor    | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |                   |          |                     | Unrestricted | 6        | 2   | 2   | 1   | 0   | 0    | 3    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  | 1 |
|                            | West              | C1W      | Calder and Vineyard | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |                   |          |                     | Unrestricted | 14       | 2   | 0   | 1   | 2   | 1    | 1    | 1    | 2    | 3    | 2    | 5    | 6    | 5    | 5    | 5    | 5  |   |
|                            | <b>Total</b>      |          |                     |              |          | 28  | 6   | 4   | 4   | 5    | 4    | 7    | 3    | 4    | 5    | 6    | 10   | 10   | 9    | 10   | 9  |   |
|                            | <b>Unoccupied</b> |          |                     |              |          | 22  | 24  | 24  | 23  | 24   | 21   | 25   | 24   | 23   | 22   | 18   | 18   | 19   | 18   | 19   | 19 |   |
| <b>Percentage Occupied</b> |                   |          |                     |              | 21%      | 14% | 14% | 18% | 14% | 25%  | 11%  | 14%  | 18%  | 21%  | 36%  | 36%  | 32%  | 36%  | 32%  |      |    |   |

| Location                   | Side | Map Code | Between            | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |   |
|----------------------------|------|----------|--------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Dudley St<br>(Street "D")  | East | D1E      | Calder and Reserve | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |      |          |                    | 2P 8am-6pm M-F Permitt Holders Exceeded | 38       | 5   | 5   | 3   | 3   | 3    | 4    | 4    | 3    | 5    | 5    | 7    | 8    | 9    | 8    | 7    |    |   |
|                            |      |          |                    | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            | West | D1W      | Calder and Reserve | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |      |          |                    | Unrestricted                            | 39       | 2   | 2   | 2   | 2   | 13   | 14   | 16   | 14   | 13   | 12   | 6    | 5    | 4    | 4    | 4    |    |   |
|                            |      |          |                    | <b>Total</b>                            | 77       | 7   | 7   | 5   | 5   | 16   | 18   | 20   | 17   | 18   | 17   | 13   | 13   | 13   | 13   | 12   | 11 |   |
| <b>Unoccupied</b>          |      |          |                    |                                         | 70       | 70  | 72  | 72  | 61  | 59   | 57   | 60   | 59   | 60   | 64   | 64   | 64   | 65   | 66   |      |    |   |
| <b>Percentage Occupied</b> |      |          |                    |                                         | 9%       | 9%  | 6%  | 6%  | 21% | 23%  | 26%  | 22%  | 23%  | 22%  | 17%  | 17%  | 17%  | 16%  | 14%  |      |    |   |

| Location                   | Side  | Map Code | Between         | Restriction       | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|-------|----------|-----------------|-------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Pryor Rd<br>(Street "E")   | North | E1N      | East of Crowgey | Unrestricted      | 9        | 3   | 3   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 3    | 4    | 5    | 4    |      |
|                            |       |          |                 | Unrestricted      | 9        | 4   | 4   | 4   | 1   | 1    | 1    | 1    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 4    |
|                            | South | E1S      | East of Crowgey | <b>Total</b>      | 18       | 7   | 7   | 5   | 2   | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 6    | 7    | 8    | 8    |
|                            |       |          |                 | <b>Unoccupied</b> | 11       | 11  | 13  | 16  | 16  | 16   | 16   | 16   | 15   | 15   | 15   | 12   | 11   | 10   | 10   |      |
| <b>Percentage Occupied</b> |       |          |                 |                   | 39%      | 39% | 28% | 11% | 11% | 11%  | 11%  | 11%  | 17%  | 17%  | 17%  | 33%  | 39%  | 44%  | 44%  |      |

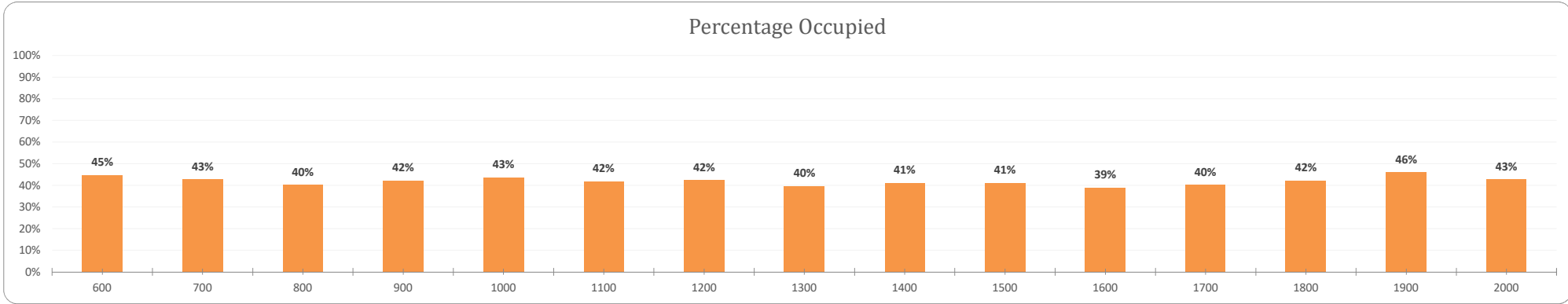
| Location                   | Side | Map Code | Between          | Restriction                                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|----------------------------|------|----------|------------------|---------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Station St<br>(Street "F") | East | F1E      | North of Calder  | Unrestricted                                            | 9        | 6   | 6   | 6   | 7   | 5    | 7    | 8    | 5    | 6    | 7    | 8    | 8    | 8    | 8    | 9    |   |
|                            |      |          |                  | No Stopping                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                  | Unrestricted                                            | 11       | 7   | 5   | 7   | 5   | 5    | 5    | 5    | 5    | 4    | 5    | 6    | 6    | 9    | 9    | 12   |   |
|                            |      |          |                  | No Stopping                                             | 0        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | West | F1W      | Commuter Carpark | Unrestricted                                            | 28       | 9   | 15  | 22  | 21  | 22   | 26   | 26   | 27   | 25   | 23   | 23   | 20   | 10   | 8    | 8    |   |
|                            |      |          |                  | Disability Parking                                      | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      | F2W      | North of Calder  | Unrestricted                                            | 11       | 10  | 11  | 9   | 8   | 8    | 10   | 9    | 8    | 7    | 8    | 9    | 10   | 7    | 7    | 7    |   |
|                            |      |          |                  | No Stopping                                             | 0        | 1   | 1   | 1   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                  | Unrestricted                                            | 20       | 14  | 12  | 9   | 11  | 8    | 10   | 11   | 9    | 11   | 11   | 14   | 15   | 16   | 16   | 17   |   |
|                            |      | F3W      | Shopping Carpark | 1P 45° Angle Parking 8:30am-6pm M-F, 8:30am-12:30pm Sat | 11       | 5   | 5   | 5   | 5   | 4    | 7    | 11   | 10   | 9    | 4    | 8    | 5    | 5    | 5    | 6    |   |
|                            |      |          |                  | Disability Parking                                      | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                  | Mail Zone                                               | 1        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                  | 1P 45° Angle Parking 8:30am-6pm M-F, 8:30am-12:30pm Sat | 6        | 4   | 4   | 1   | 1   | 1    | 1    | 5    | 5    | 5    | 6    | 6    | 6    | 3    | 5    | 4    |   |
|                            |      |          |                  | <b>Total</b>                                            | 99       | 57  | 59  | 60  | 59  | 53   | 67   | 76   | 69   | 68   | 64   | 74   | 70   | 58   | 58   | 63   |   |
|                            |      |          |                  | <b>Unoccupied</b>                                       | 42       | 40  | 39  | 40  | 46  | 32   | 23   | 30   | 31   | 31   | 25   | 29   | 41   | 41   | 36   |      |   |
| <b>Percentage Occupied</b> |      |          |                  |                                                         | 58%      | 60% | 61% | 60% | 54% | 68%  | 77%  | 70%  | 69%  | 65%  | 75%  | 71%  | 59%  | 59%  | 64%  |      |   |

TTM Data

TTM Reference: 19SYD0129  
 Location: Dundas  
 Date: Saturday, 17 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 329 | 147 | 140 | 132 | 138  | 143  | 137  | 139  | 130  | 135  | 135  | 128  | 132  | 138  | 151  |
|                     | Unoccupied          | 182 | 189 | 197 | 191 | 186  | 192  | 190  | 199  | 194  | 194  | 201  | 197  | 191  | 178  | 189  |
|                     | Percentage Occupied | 45% | 43% | 40% | 42% | 43%  | 42%  | 42%  | 40%  | 41%  | 41%  | 39%  | 40%  | 42%  | 46%  | 43%  |



| Location                | Side | Map Code | Between         | Restriction  | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|-------------------------|------|----------|-----------------|--------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Adeline St (Street "A") | East | A1E      | South of Calder | Unrestricted | 20                  | 16  | 15  | 12  | 13  | 13   | 12   | 13   | 14   | 13   | 11   | 12   | 15   | 15   | 17   | 17   |
|                         |      |          |                 | Unrestricted | 19                  | 16  | 16  | 15  | 14  | 14   | 13   | 13   | 12   | 14   | 13   | 14   | 16   | 16   | 17   | 17   |
|                         | West | A1W      | South of Calder | Total        | 39                  | 32  | 31  | 27  | 27  | 27   | 25   | 26   | 26   | 27   | 24   | 26   | 31   | 31   | 34   | 34   |
|                         |      |          |                 | Unoccupied   | 7                   | 8   | 12  | 12  | 12  | 14   | 13   | 13   | 12   | 15   | 13   | 8    | 8    | 5    | 5    |      |
|                         |      |          |                 |              | Percentage Occupied |     | 82% | 79% | 69% | 69%  | 69%  | 64%  | 67%  | 67%  | 69%  | 62%  | 67%  | 79%  | 79%  | 87%  |

| Location               | Side  | Map Code | Between             | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|------------------------|-------|----------|---------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Calder Rd (Street "B") | North | B1N      | Dudley and Carpark  | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       |          |                     | Unrestricted | 10       | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0 |
|                        |       | B2N      | Carpark             | Unrestricted | 26       | 10  | 12  | 13  | 17  | 17   | 19   | 20   | 17   | 15   | 16   | 18   | 16   | 14   | 15   | 13   |   |
|                        |       |          |                     | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       | B4N      | Station and Adeline | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                        |       |          |                     | Unrestricted | 8        | 3   | 3   | 3   | 4   | 5    | 3    | 3    | 3    | 4    | 3    | 3    | 2    | 2    | 2    | 4    |   |
|                        | South | B1S      | Dudley and Crowgey  | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       |          |                     | Unrestricted | 10       | 0   | 0   | 2   | 1   | 1    | 2    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       | B2S      | Crowgey and Adeline | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       |          |                     | Unrestricted | 1        | 1   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    |   |
|                        |       |          |                     | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       |          |                     | Unrestricted | 13       | 9   | 9   | 7   | 9   | 7    | 6    | 7    | 9    | 6    | 7    | 6    | 5    | 4    | 7    | 7    |   |
|                        |       |          |                     | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |       |          |                     | Total        | 68       | 23  | 25  | 25  | 31  | 30   | 30   | 32   | 30   | 25   | 26   | 28   | 24   | 22   | 25   | 25   |   |
| Unoccupied             | 45    | 43       | 43                  | 37           | 38       | 38  | 36  | 38  | 43  | 42   | 40   | 44   | 46   | 43   | 43   |      |      |      |      |      |   |
| Percentage Occupied    |       | 34%      | 37%                 | 37%          | 46%      | 44% | 44% | 47% | 44% | 37%  | 38%  | 41%  | 35%  | 32%  | 37%  | 37%  |      |      |      |      |   |

| Location                   | Side | Map Code | Between             | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|----------------------------|------|----------|---------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Crowgey St<br>(Street "C") | East | C1E      | Calder and Pryor    | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |      |          |                     | Unrestricted | 6        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |      | C2E      | Pryor and Vineyard  | Unrestricted | 8        | 3   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 3    | 3    | 3    | 3 |   |
|                            | West | C1W      | Calder and Vineyard | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |      |          |                     | Unrestricted | 14       | 5   | 4   | 4   | 4   | 5    | 4    | 4    | 6    | 6    | 8    | 4    | 4    | 5    | 5    | 4    | 4 |   |
|                            |      |          |                     | <b>Total</b> | 28       | 9   | 6   | 6   | 6   | 7    | 6    | 6    | 8    | 9    | 11   | 7    | 6    | 8    | 8    | 7    | 7 |   |
| <b>Unoccupied</b>          |      |          |                     |              | 19       | 22  | 22  | 22  | 21  | 22   | 22   | 20   | 19   | 17   | 21   | 22   | 20   | 20   | 21   |      |   |   |
| <b>Percentage Occupied</b> |      |          |                     |              | 32%      | 21% | 21% | 21% | 25% | 21%  | 21%  | 29%  | 32%  | 39%  | 25%  | 21%  | 29%  | 29%  | 25%  |      |   |   |

| Location                   | Side | Map Code | Between            | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|----------------------------|------|----------|--------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Dudley St<br>(Street "D")  | East | D1E      | Calder and Reserve | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |      |          |                    | 2P 8am-6pm M-F Permitt Holders Exceeded | 38       | 7   | 6   | 7   | 5   | 5    | 3    | 5    | 5    | 4    | 5    | 5    | 6    | 7    | 8    | 7    |   |   |
|                            |      |          |                    | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            | West | D1W      | Calder and Reserve | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |      |          |                    | Unrestricted                            | 39       | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 4    | 8    | 6 |   |
|                            |      |          |                    | <b>Total</b>                            | 77       | 8   | 7   | 8   | 6   | 6    | 4    | 6    | 6    | 5    | 6    | 6    | 7    | 11   | 16   | 13   |   |   |
| <b>Unoccupied</b>          |      |          |                    |                                         | 69       | 70  | 69  | 71  | 71  | 73   | 71   | 71   | 72   | 71   | 70   | 66   | 61   | 64   |      |      |   |   |
| <b>Percentage Occupied</b> |      |          |                    |                                         | 10%      | 9%  | 10% | 8%  | 8%  | 5%   | 8%   | 8%   | 6%   | 8%   | 8%   | 9%   | 14%  | 21%  | 17%  |      |   |   |

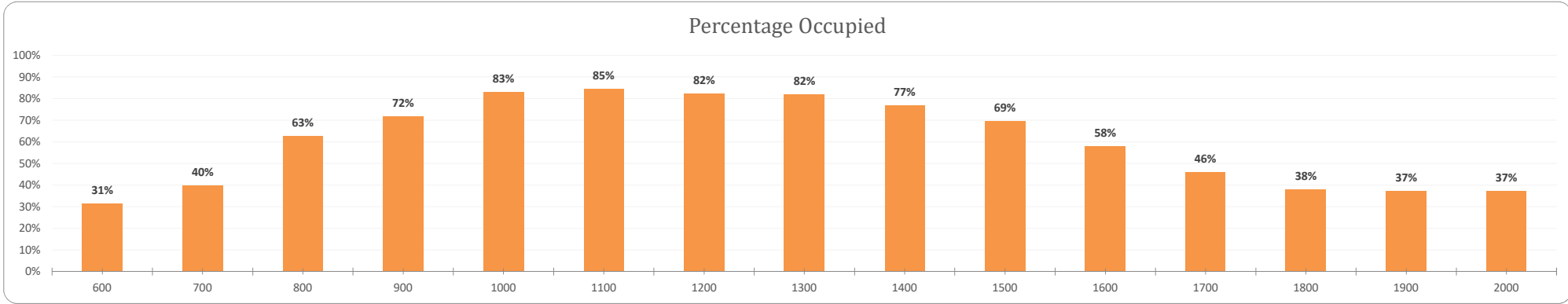
| Location                   | Side  | Map Code | Between         | Restriction       | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|-------|----------|-----------------|-------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Pryor Rd<br>(Street "E")   | North | E1N      | East of Crowgey | Unrestricted      | 9        | 5   | 5   | 4   | 4   | 4    | 4    | 3    | 3    | 4    | 4    | 3    | 3    | 3    | 3    | 3    |
|                            |       |          |                 | Unrestricted      | 9        | 5   | 5   | 5   | 6   | 5    | 4    | 5    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    |
|                            | South | E1S      | East of Crowgey | <b>Total</b>      | 18       | 10  | 10  | 9   | 10  | 9    | 8    | 8    | 9    | 10   | 10   | 9    | 9    | 9    | 9    | 8    |
|                            |       |          |                 | <b>Unoccupied</b> | 8        | 8   | 9   | 8   | 9   | 10   | 10   | 9    | 8    | 8    | 9    | 9    | 9    | 9    | 9    | 10   |
| <b>Percentage Occupied</b> |       |          |                 |                   | 56%      | 56% | 50% | 56% | 50% | 44%  | 44%  | 50%  | 56%  | 56%  | 50%  | 50%  | 50%  | 50%  | 50%  | 44%  |

| Location                   | Side | Map Code          | Between          | Restriction                                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------|------|-------------------|------------------|---------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| Station St<br>(Street "F") | East | F1E               | North of Calder  | Unrestricted                                            | 9        | 8   | 8   | 8   | 7   | 8    | 7    | 7    | 7    | 7    | 5    | 5    | 7    | 7    | 9    | 8    |    |
|                            |      |                   |                  | No Stopping                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |      |                   |                  | Unrestricted                                            | 11       | 10  | 8   | 6   | 8   | 9    | 7    | 8    | 7    | 9    | 9    | 9    | 8    | 11   | 8    | 7    |    |
|                            |      |                   |                  | No Stopping                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | West | F1W               | Commuter Carpark | Unrestricted                                            | 28       | 12  | 10  | 10  | 10  | 10   | 14   | 15   | 10   | 11   | 9    | 8    | 8    | 8    | 7    | 7    |    |
|                            |      |                   |                  | Disability Parking                                      | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      | F2W               | North of Calder  | Unrestricted                                            | 11       | 10  | 11  | 9   | 8   | 8    | 7    | 4    | 7    | 6    | 5    | 7    | 7    | 10   | 9    |      |    |
|                            |      |                   |                  | No Stopping                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |    |
|                            |      | F3W               | Shopping Carpark | Unrestricted                                            | 20       | 18  | 16  | 15  | 17  | 14   | 13   | 14   | 14   | 16   | 18   | 17   | 18   | 19   | 19   | 17   |    |
|                            |      |                   |                  | 1P 45° Angle Parking 8:30am-6pm M-F, 8:30am-12:30pm Sat | 11       | 4   | 5   | 5   | 7   | 11   | 11   | 8    | 8    | 6    | 7    | 6    | 4    | 2    | 1    | 2    |    |
|                            |      |                   |                  | Disability Parking                                      | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |                   |                  | Mail Zone                                               | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |                   |                  | 1P 45° Angle Parking 8:30am-6pm M-F, 8:30am-12:30pm Sat | 6        | 3   | 3   | 4   | 1   | 4    | 4    | 2    | 1    | 3    | 4    | 2    | 3    | 3    | 5    | 3    |    |
|                            |      | <b>Total</b>      |                  |                                                         |          |     | 99  | 65  | 61  | 57   | 58   | 64   | 64   | 61   | 51   | 59   | 58   | 55   | 57   | 59   | 53 |
|                            |      | <b>Unoccupied</b> |                  |                                                         |          |     | 34  | 38  | 42  | 41   | 35   | 35   | 38   | 48   | 40   | 41   | 47   | 44   | 42   | 40   | 46 |
| <b>Percentage Occupied</b> |      |                   |                  |                                                         | 66%      | 62% | 58% | 59% | 65% | 65%  | 62%  | 52%  | 60%  | 59%  | 53%  | 56%  | 58%  | 60%  | 54%  |      |    |

TTM Reference: 19SYD0129  
 Location: Rydalmere  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 226 | 71  | 90  | 142 | 162  | 188  | 191  | 186  | 185  | 174  | 157  | 131  | 104  | 86   | 84   |
|                     | <b>Unoccupied</b>          | 155 | 136 | 84  | 64  | 38   | 35   | 40   | 41   | 52   | 69   | 95   | 122  | 140  | 142  | 142  |
|                     | <b>Percentage Occupied</b> | 31% | 40% | 63% | 72% | 83%  | 85%  | 82%  | 82%  | 77%  | 69%  | 58%  | 46%  | 38%  | 37%  | 37%  |



| Location                   | Side | Map Code | Between              | Restriction                       | Capacity | 600  | 700  | 800  | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|----------------------------|------|----------|----------------------|-----------------------------------|----------|------|------|------|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Bridge St (Street "A")     | East | A1E      | Victoria and Laneway | No Stopping                       | 0        | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                      | 2P 8am-6pm M-F                    | 3        | 0    | 0    | 0    | 1   | 3    | 3    | 3    | 2    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                      | No Stopping                       | 0        | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      | A2E      | South of Laneway     | No Parking                        | 0        | 0    | 1    | 2    | 2   | 2    | 2    | 1    | 2    | 2    | 1    | 2    | 1    | 0    | 0    | 0    | 0 |
|                            | West | A1W      | Victoria and Laneway | No Stopping (Blocking drive ways) | 0        | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                      | Unrestricted                      | 1        | 1    | 1    | 1    | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1 |
|                            |      | A2W      | South of Laneway     | 3P 8am-6pm M-F                    | 2        | 2    | 2    | 2    | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2 |
|                            |      |          |                      | Unrestricted                      | 4        | 3    | 4    | 4    | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 3    | 3 |
|                            |      |          |                      | <b>Total</b>                      | 10       | 6    | 8    | 9    | 10  | 12   | 12   | 11   | 11   | 9    | 9    | 9    | 8    | 7    | 6    | 6    |   |
|                            |      |          |                      | <b>Unoccupied</b>                 | 4        | 2    | 1    | 0    | -2  | -2   | -1   | -1   | 1    | 1    | 1    | 2    | 3    | 4    | 4    |      |   |
| <b>Percentage Occupied</b> | 60%  | 80%      | 90%                  | 100%                              | 120%     | 120% | 110% | 110% | 90% | 90%  | 90%  | 80%  | 70%  | 60%  | 60%  |      |      |      |      |      |   |

| Location                   | Side | Map Code | Between             | Restriction                          | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|----------------------------|------|----------|---------------------|--------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Brodie St (Street "B")     | East | B1E      | Victoria and Mary   | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                     | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      | B2E      | Mary and Muriel     | 1P 8:30am-6pm M-F 8:30am-12:30pm Sat | 11       | 4   | 3   | 8   | 8   | 11   | 11   | 11   | 11   | 7    | 6    | 6    | 4    | 3    | 6    | 8    |   |
|                            |      |          |                     | Mail Zone                            | 1        | 0   | 0   | 0   | 1   | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1 |
|                            |      |          |                     | Unrestricted                         | 12       | 7   | 10  | 10  | 10  | 11   | 11   | 12   | 11   | 7    | 6    | 4    | 1    | 2    | 1    |      |   |
|                            |      |          |                     | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            | West | B1W      | Commuter Carpark    | Unrestricted                         | 28       | 6   | 10  | 19  | 28  | 28   | 28   | 27   | 28   | 26   | 24   | 18   | 12   | 9    | 7    | 4    |   |
|                            |      |          |                     | Disability Parking                   | 2        | 0   | 0   | 0   | 0   | 0    | 1    | 2    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      | B2W      | Victoria and Muriel | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                     | Unrestricted                         | 24       | 6   | 10  | 20  | 24  | 24   | 24   | 24   | 24   | 24   | 20   | 15   | 11   | 8    | 10   | 8    |   |
|                            |      |          |                     | <b>Total</b>                         | 78       | 23  | 33  | 57  | 71  | 74   | 75   | 77   | 76   | 68   | 58   | 45   | 31   | 21   | 26   | 22   |   |
|                            |      |          |                     | <b>Unoccupied</b>                    | 55       | 45  | 21  | 7   | 4   | 3    | 1    | 2    | 10   | 20   | 33   | 47   | 57   | 52   | 56   |      |   |
| <b>Percentage Occupied</b> | 29%  | 42%      | 73%                 | 91%                                  | 95%      | 96% | 99% | 97% | 87% | 74%  | 58%  | 40%  | 27%  | 33%  | 28%  |      |      |      |      |      |   |



| Location                   | Side | Map Code | Between              | Restriction                            | Capacity          | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|----------------------------|------|----------|----------------------|----------------------------------------|-------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Crowgey St<br>(Street "C") | East | C1E      | Reserve and Victoria | Unrestricted                           | 23                | 10  | 11  | 15  | 16  | 23   | 21   | 22   | 23   | 20   | 20   | 20   | 12   | 10   | 8    | 8    |   |
|                            | West | C1W      | Reserve and Victoria | No Stopping                            | 0                 | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                      | 2P 8am-6pm M-F Permit Holders Exceeded | 20                | 6   | 5   | 3   | 1   | 1    | 4    | 3    | 2    | 2    | 2    | 2    | 7    | 8    | 6    | 7    |   |
|                            |      |          |                      | No Stopping                            | 0                 | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                      |                                        | <b>Total</b>      | 43  | 16  | 16  | 18  | 17   | 24   | 25   | 25   | 22   | 22   | 22   | 19   | 18   | 14   | 15   |   |
|                            |      |          |                      |                                        | <b>Unoccupied</b> | 27  | 27  | 25  | 26  | 19   | 18   | 18   | 18   | 21   | 21   | 21   | 24   | 25   | 29   | 28   |   |
|                            |      |          |                      | <b>Percentage Occupied</b>             | 37%               | 37% | 42% | 40% | 56% | 58%  | 58%  | 58%  | 51%  | 51%  | 51%  | 44%  | 42%  | 33%  | 35%  |      |   |

| Location                  | Side | Map Code | Between              | Restriction                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|---------------------------|------|----------|----------------------|----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Dudley St<br>(Street "D") | East | D1E      | Reserve and Victoria | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                           |      |          |                      | 2P 8am-6pm M-F Permit Holders Exceeded | 24       | 8   | 7   | 7   | 7   | 9    | 10   | 8    | 11   | 7    | 7    | 10   | 10   | 9    | 9    | 9    |   |
|                           |      |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           | West | D1W      | Reserve and Victoria | Unrestricted                           | 13       | 0   | 0   | 10  | 12  | 13   | 12   | 12   | 12   | 11   | 13   | 13   | 11   | 8    | 8    | 5    | 4 |
|                           |      |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |      |          |                      | <b>Total</b>                           | 37       | 8   | 7   | 17  | 19  | 22   | 22   | 20   | 22   | 20   | 21   | 18   | 17   | 14   | 13   |      |   |
|                           |      |          |                      | <b>Unoccupied</b>                      | 29       | 30  | 20  | 18  | 15  | 15   | 17   | 15   | 17   | 17   | 16   | 19   | 20   | 23   | 24   |      |   |
|                           |      |          |                      | <b>Percentage Occupied</b>             | 22%      | 19% | 46% | 51% | 59% | 59%  | 54%  | 59%  | 54%  | 54%  | 57%  | 49%  | 46%  | 38%  | 35%  |      |   |

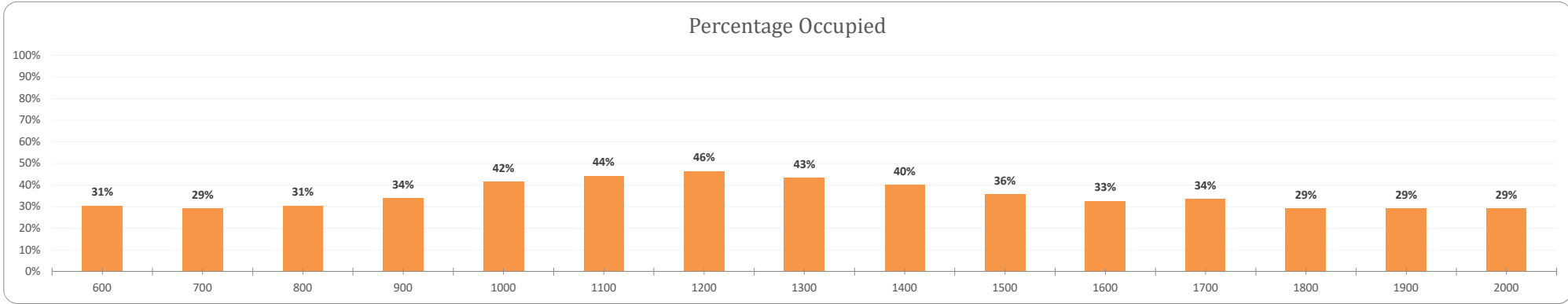
| Location                         | Side  | Map Code | Between         | Restriction                | Capacity | 600               | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|----------------------------------|-------|----------|-----------------|----------------------------|----------|-------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Mary Pde Laneway<br>(Street "E") | North | E1N      | Mary and Bridge | Unrestricted               | 3        | 2                 | 2   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 3    | 3    | 3    | 3    |   |   |
|                                  |       |          |                 | No Stopping                | 0        | 0                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |       |          |                 | Loading Zone               | 0        | 0                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |       |          |                 | Unrestricted               | 1        | 0                 | 0   | 0   | 0   | 0    | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 0    | 0    |   |   |
|                                  |       |          |                 | No Parking                 | 0        | 0                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |       |          |                 | Unrestricted               | 5        | 2                 | 4   | 4   | 5   | 5    | 4    | 4    | 4    | 4    | 3    | 3    | 2    | 2    | 1    | 1    |   |   |
|                                  | South | E1S      | Brodie and Mary | Unrestricted               | 4        | 2                 | 3   | 3   | 3   | 4    | 3    | 4    | 4    | 4    | 4    | 3    | 1    | 2    | 1    | 2    |   |   |
|                                  |       | E2S      | Mary and Bridge | Unrestricted               | 0        | 0                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                                  |       |          |                 |                            |          | <b>Total</b>      | 13  | 6   | 9   | 10   | 11   | 12   | 12   | 13   | 13   | 13   | 12   | 8    | 6    | 7    | 5 | 6 |
|                                  |       |          |                 |                            |          | <b>Unoccupied</b> | 7   | 4   | 3   | 2    | 1    | 1    | 0    | 0    | 0    | 1    | 5    | 7    | 6    | 8    | 7 |   |
|                                  |       |          |                 | <b>Percentage Occupied</b> | 46%      | 69%               | 77% | 85% | 92% | 92%  | 100% | 100% | 100% | 92%  | 62%  | 46%  | 54%  | 38%  | 46%  |      |   |   |

| Location                 | Side | Map Code | Between          | Restriction                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|--------------------------|------|----------|------------------|----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Mary Pde<br>(Street "F") | East | F1E      | South of Laneway | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                          |      |          |                  | Unrestricted               | 12       | 5   | 8   | 11  | 11  | 11   | 12   | 12   | 11   | 10   | 6    | 5    | 5    | 8    | 8    |      |
|                          | West | F1W      | South of Laneway | No Parking                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                          |      |          |                  | <b>Total</b>               | 12       | 5   | 8   | 11  | 11  | 11   | 12   | 12   | 11   | 10   | 6    | 5    | 5    | 8    | 8    |      |
|                          |      |          |                  | <b>Unoccupied</b>          | 7        | 4   | 1   | 1   | 1   | 0    | 0    | 0    | 1    | 2    | 6    | 7    | 7    | 4    | 4    |      |
|                          |      |          |                  | <b>Percentage Occupied</b> | 42%      | 67% | 92% | 92% | 92% | 100% | 100% | 100% | 92%  | 83%  | 50%  | 42%  | 42%  | 67%  | 67%  |      |

| Location                    | Side  | Map Code | Between           | Restriction                | Capacity | 600 | 700 | 800          | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|-----------------------------|-------|----------|-------------------|----------------------------|----------|-----|-----|--------------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Victoria Rd<br>(Street "G") | North | G1N      | Brodie and Bridge | No Stopping                | 0        | 0   | 0   | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                             |       |          |                   | Unrestricted               | 5        | 2   | 3   | 4            | 4    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 4    | 2    | 2    | 2    |    |
|                             |       |          |                   | 2P 8am-6pm M-F             | 17       | 0   | 1   | 7            | 9    | 17   | 17   | 12   | 10   | 15   | 11   | 6    | 6    | 3    | 3    | 4    |    |
|                             |       |          |                   | Unrestricted               | 5        | 3   | 3   | 5            | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 4    | 4    | 3    | 5    |    |
|                             |       |          |                   | No Stopping                | 0        | 0   | 0   | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                             |       |          |                   |                            |          |     |     | <b>Total</b> | 27   | 5    | 7    | 16   | 19   | 37   | 37   | 37   | 37   | 37   | 37   | 37   | 37 |
|                             | South | G1S      | Brodie and Bridge | No Stopping                | 0        | 0   | 0   | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                             |       |          |                   | 2P 8am-6pm M-F             | 1        | 0   | 0   | 0            | 0    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 0    |      |    |
|                             |       |          |                   | No Stopping                | 0        | 0   | 0   | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                             |       |          |                   | Unrestricted               | 5        | 2   | 2   | 4            | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 2    | 2    | 3    | 3    |      |    |
|                             |       |          |                   | No Stopping                | 0        | 0   | 0   | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                             |       |          |                   |                            |          |     |     | <b>Total</b> | 33   | 7    | 9    | 20   | 23   | 33   | 33   | 28   | 26   | 31   | 26   | 20   | 17 |
|                             |       |          |                   | <b>Unoccupied</b>          | 26       | 24  | 13  | 10           | 0    | 0    | 5    | 7    | 2    | 7    | 13   | 16   | 22   | 22   | 19   |      |    |
|                             |       |          |                   | <b>Percentage Occupied</b> | 21%      | 27% | 61% | 70%          | 100% | 100% | 85%  | 79%  | 94%  | 79%  | 61%  | 52%  | 33%  | 33%  | 42%  |      |    |



| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 226 | 69  | 66  | 69  | 77   | 94   | 100  | 105  | 98   | 91   | 81   | 74   | 76   | 66   | 66   |
|                     | <b>Unoccupied</b>          | 157 | 160 | 157 | 149 | 132  | 126  | 121  | 128  | 135  | 145  | 152  | 150  | 160  | 160  | 160  |
|                     | <b>Percentage Occupied</b> | 31% | 29% | 31% | 34% | 42%  | 44%  | 46%  | 43%  | 40%  | 36%  | 33%  | 34%  | 29%  | 29%  | 29%  |



| Location                   | Side | Map Code | Between              | Restriction                       | Capacity | 600  | 700  | 800  | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|----------------------------|------|----------|----------------------|-----------------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Bridge St (Street "A")     | East | A1E      | Victoria and Laneway | No Stopping                       | 0        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                            |      |          |                      | 2P 8am-6pm M-F                    | 3        | 0    | 0    | 0    | 2    | 1    | 3    | 2    | 2    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |      | A2E      | South of Laneway     | No Stopping                       | 0        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |      |          |                      | No Parking                        | 0        | 0    | 0    | 0    | 0    | 1    | 1    | 2    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            | West | A1W      | Victoria and Laneway | No Stopping (Blocking drive ways) | 0        | 0    | 0    | 0    | 1    | 1    | 2    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |      |          |                      | Unrestricted                      | 1        | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1 | 1 |
|                            |      | A2W      | South of Laneway     | 3P 8am-6pm M-F                    | 2        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2 | 2 |
|                            |      |          |                      | Unrestricted                      | 4        | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4 | 4 |
|                            |      |          |                      | <b>Total</b>                      | 10       | 7    | 7    | 7    | 10   | 10   | 13   | 13   | 13   | 12   | 9    | 7    | 7    | 7    | 7    | 7    | 7 |   |
|                            |      |          |                      | <b>Unoccupied</b>                 | 3        | 3    | 3    | 0    | 0    | -3   | -3   | -3   | -2   | 1    | 3    | 3    | 3    | 3    | 3    | 3    |   |   |
| <b>Percentage Occupied</b> | 70%  | 70%      | 70%                  | 100%                              | 100%     | 130% | 130% | 130% | 120% | 90%  | 70%  | 70%  | 70%  | 70%  | 70%  |      |      |      |      |      |   |   |

| Location                   | Side | Map Code | Between             | Restriction                          | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|----------------------------|------|----------|---------------------|--------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Brodie St (Street "B")     | East | B1E      | Victoria and Mary   | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                     | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      | B2E      | Mary and Muriel     | 1P 8:30am-6pm M-F 8:30am-12:30pm Sat | 11       | 6   | 5   | 5   | 4   | 9    | 6    | 8    | 7    | 8    | 4    | 3    | 5    | 3    | 5    | 3    |   |
|                            |      |          |                     | Mail Zone                            | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                     | Unrestricted                         | 12       | 0   | 0   | 1   | 3   | 5    | 3    | 4    | 2    | 4    | 2    | 1    | 1    | 1    | 1    | 1    |   |
|                            |      |          |                     | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | West | B1W      | Commuter Carpark    | Unrestricted                         | 28       | 4   | 3   | 3   | 3   | 7    | 9    | 7    | 8    | 8    | 3    | 3    | 2    | 2    | 4    | 4    |   |
|                            |      |          |                     | Disability Parking                   | 2        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      | B2W      | Victoria and Muriel | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                     | Unrestricted                         | 24       | 6   | 6   | 7   | 6   | 5    | 7    | 8    | 7    | 3    | 7    | 8    | 10   | 5    | 6    | 5    |   |
| <b>Total</b>               | 78   | 17       | 14                  | 16                                   | 16       | 26  | 25  | 27  | 25  | 23   | 16   | 15   | 18   | 11   | 16   | 13   |      |      |      |      |   |
| <b>Unoccupied</b>          | 61   | 64       | 62                  | 62                                   | 52       | 53  | 51  | 53  | 55  | 62   | 63   | 60   | 67   | 62   | 65   |      |      |      |      |      |   |
| <b>Percentage Occupied</b> | 22%  | 18%      | 21%                 | 21%                                  | 33%      | 32% | 35% | 32% | 29% | 21%  | 19%  | 23%  | 14%  | 21%  | 17%  |      |      |      |      |      |   |

| Location                   | Side              | Map Code | Between              | Restriction                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------|-------------------|----------|----------------------|----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| Crowgey St<br>(Street "C") | East              | C1E      | Reserve and Victoria | Unrestricted                           | 23       | 11  | 11  | 11  | 10  | 11   | 11   | 9    | 8    | 8    | 10   | 10   | 10   | 10   | 4    | 6    |    |
|                            |                   |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | West              | C1W      | Reserve and Victoria | 2P 8am-6pm M-F Permit Holders Excepted | 20       | 12  | 11  | 11  | 9   | 6    | 7    | 7    | 10   | 9    | 9    | 11   | 10   | 10   | 9    | 9    |    |
|                            |                   |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | <b>Total</b>      |          |                      |                                        |          | 43  | 23  | 22  | 22  | 19   | 17   | 18   | 16   | 18   | 17   | 19   | 21   | 20   | 20   | 13   | 15 |
|                            | <b>Unoccupied</b> |          |                      |                                        |          | 20  | 21  | 21  | 24  | 26   | 25   | 27   | 25   | 26   | 24   | 22   | 23   | 23   | 30   | 28   |    |
| <b>Percentage Occupied</b> |                   |          |                      |                                        | 53%      | 51% | 51% | 44% | 40% | 42%  | 37%  | 42%  | 40%  | 44%  | 49%  | 47%  | 47%  | 30%  | 35%  |      |    |

| Location                   | Side | Map Code | Between              | Restriction                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|----------------------|----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Dudley St<br>(Street "D")  | East | D1E      | Reserve and Victoria | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                      | 2P 8am-6pm M-F Permit Holders Excepted | 24       | 10  | 10  | 10  | 10  | 13   | 12   | 12   | 11   | 10   | 9    | 7    | 9    | 9    | 9    | 9    |
|                            |      |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | D1W      | Reserve and Victoria | Unrestricted                           | 13       | 0   | 0   | 0   | 1   | 1    | 1    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                      | <b>Total</b>                           | 37       | 10  | 10  | 10  | 11  | 14   | 13   | 12   | 11   | 10   | 10   | 8    | 10   | 9    | 9    | 9    |
| <b>Unoccupied</b>          |      |          |                      |                                        | 27       | 27  | 27  | 26  | 23  | 24   | 25   | 26   | 27   | 27   | 29   | 27   | 28   | 28   | 28   |      |
| <b>Percentage Occupied</b> |      |          |                      |                                        | 27%      | 27% | 27% | 30% | 38% | 35%  | 32%  | 30%  | 27%  | 27%  | 22%  | 27%  | 24%  | 24%  | 24%  |      |

| Location                         | Side  | Map Code          | Between         | Restriction  | Capacity        | 600          | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |    |
|----------------------------------|-------|-------------------|-----------------|--------------|-----------------|--------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|----|
| Mary Pde Laneway<br>(Street "E") | North | E1N               | Mary and Bridge | Unrestricted | 3               | 2            | 2   | 2   | 2   | 2    | 3    | 3    | 2    | 3    | 3    | 2    | 2    | 2    | 2    | 2    |    |
|                                  |       |                   |                 | No Stopping  | 0               | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                                  |       |                   |                 | Loading Zone | 0               | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                                  |       |                   |                 | Unrestricted | 1               | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                                  |       |                   |                 | No Parking   | 0               | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                                  |       |                   |                 | Unrestricted | 5               | 1            | 1   | 1   | 2   | 2    | 3    | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2  |
|                                  | South | E1S               | Brodie and Mary | Unrestricted | 4               | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    | 0    | 0    |    |
|                                  |       |                   |                 | E2S          | Mary and Bridge | Unrestricted | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                                  |       | <b>Total</b>      |                 |              |                 |              | 13  | 3   | 3   | 3    | 4    | 4    | 6    | 5    | 5    | 6    | 5    | 5    | 4    | 4    | 3  |
|                                  |       | <b>Unoccupied</b> |                 |              |                 |              | 10  | 10  | 10  | 9    | 9    | 7    | 7    | 8    | 8    | 7    | 8    | 8    | 9    | 9    | 10 |
| <b>Percentage Occupied</b>       |       |                   |                 |              | 23%             | 23%          | 23% | 31% | 31% | 46%  | 46%  | 38%  | 38%  | 46%  | 38%  | 38%  | 31%  | 31%  | 23%  |      |    |

| Location                   | Side | Map Code | Between          | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------|------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Mary and Muriel            | East | F1E      | South of Laneway | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                  | Unrestricted | 12       | 3   | 3   | 2   | 4   | 7    | 7    | 9    | 6    | 5    | 5    | 4    | 4    | 4    | 4    | 4    |
|                            | West | F1W      | South of Laneway | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                  | <b>Total</b> | 12       | 3   | 3   | 2   | 4   | 7    | 7    | 9    | 6    | 5    | 5    | 4    | 4    | 4    | 4    | 4    |
| <b>Unoccupied</b>          |      |          |                  |              | 9        | 9   | 10  | 8   | 5   | 5    | 3    | 6    | 7    | 8    | 8    | 8    | 8    | 8    |      |      |
| <b>Percentage Occupied</b> |      |          |                  |              | 25%      | 25% | 17% | 33% | 58% | 58%  | 75%  | 50%  | 42%  | 42%  | 33%  | 33%  | 33%  | 33%  | 33%  |      |

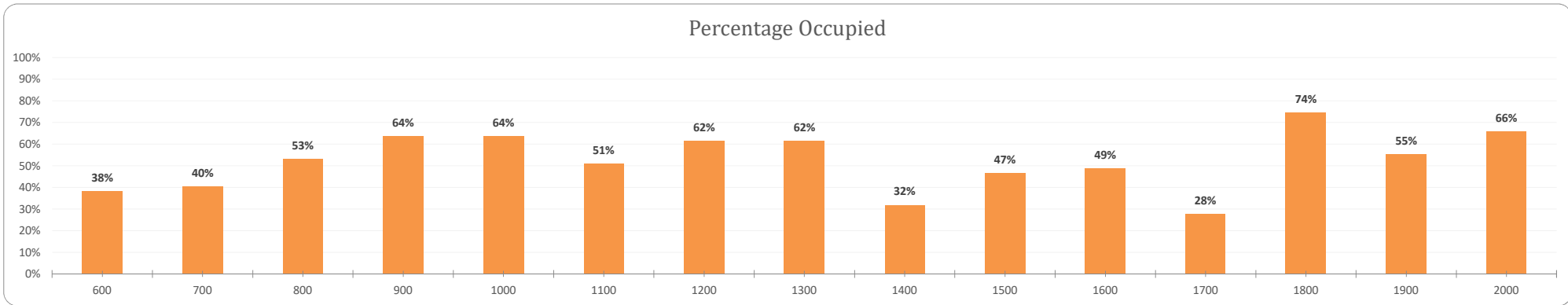
| Location                    | Side  | Map Code | Between           | Restriction    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|-----------------------------|-------|----------|-------------------|----------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Victoria Rd<br>(Street "G") | North | G1N      | Brodie and Bridge | No Stopping    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       |          |                   | Unrestricted   | 5        | 2   | 2   | 2   | 2   | 2    | 3    | 2    | 3    | 4    | 4    | 4    | 3    | 3    | 3    |      |
|                             |       |          |                   | 2P 8am-6pm M-F | 17       | 0   | 0   | 0   | 4   | 4    | 6    | 9    | 10   | 7    | 4    | 3    | 2    | 2    | 3    | 6    |
|                             |       |          |                   | Unrestricted   | 5        | 2   | 3   | 4   | 4   | 5    | 4    | 5    | 4    | 5    | 4    | 3    | 3    | 3    | 4    | 2    |
|                             |       |          |                   | No Stopping    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             | South | G1S      | Brodie and Bridge | No Stopping    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       |          |                   | 2P 8am-6pm M-F | 1        | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                             |       |          |                   | No Stopping    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       |          |                   | Unrestricted   | 5        | 2   | 2   | 3   | 3   | 4    | 5    | 5    | 4    | 4    | 4    | 4    | 3    | 3    | 3    | 4    |
|                             |       |          |                   | No Stopping    | 0        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>                |       |          |                   |                | 33       | 6   | 7   | 9   | 13  | 16   | 18   | 22   | 20   | 19   | 16   | 14   | 12   | 11   | 13   | 15   |
| <b>Unoccupied</b>           |       |          |                   |                | 27       | 26  | 24  | 20  | 17  | 15   | 11   | 13   | 14   | 17   | 19   | 21   | 22   | 20   | 18   |      |
| <b>Percentage Occupied</b>  |       |          |                   |                | 18%      | 21% | 27% | 39% | 48% | 55%  | 67%  | 61%  | 58%  | 48%  | 42%  | 36%  | 33%  | 39%  | 45%  |      |

TTM Data

TTM Reference: [19SYD0129](#)  
 Location: [Parramatta](#)  
 Date: [Wednesday, 14 August 2019](#)  
 Weather: [Fine](#)  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 47  | 18  | 19  | 25  | 30   | 30   | 24   | 29   | 29   | 15   | 22   | 23   | 13   | 35   | 26   |
|                     | Unoccupied          | 29  | 28  | 22  | 17  | 17   | 23   | 18   | 18   | 32   | 25   | 24   | 34   | 12   | 21   | 16   |
|                     | Percentage Occupied | 38% | 40% | 53% | 64% | 64%  | 51%  | 62%  | 62%  | 32%  | 47%  | 49%  | 28%  | 74%  | 55%  | 66%  |



| Location                    | Side                       | Map Code | Between                  | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|-----------------------------|----------------------------|----------|--------------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Fitzwilliam St (Street "A") | North                      | D1N      | Fire Horse and Wentworth | No Parking                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0 |   |
|                             |                            |          |                          | P5 5 Minute Parking                     | 5        | 3   | 4   | 4   | 4   | 1    | 2    | 2    | 3    | 0    | 3    | 3    | 4    | 4    | 4    | 2    | 3 |   |
|                             |                            |          |                          | No Parking (Buses and Coaches Excepted) | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1 | 0 |
|                             |                            |          |                          | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                             | South                      | D1S      | Fire Horse and Wentworth | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                             |                            |          |                          | No Parking                              | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                             |                            |          |                          | Taxi Zone                               | 8        | 6   | 3   | 6   | 7   | 7    | 6    | 7    | 6    | 6    | 6    | 3    | 0    | 7    | 5    | 8    |   |   |
|                             |                            |          |                          | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                             |                            |          |                          | <b>Total</b>                            | 17       | 9   | 7   | 10  | 11  | 8    | 8    | 9    | 10   | 6    | 9    | 6    | 4    | 12   | 8    | 11   |   |   |
|                             |                            |          |                          | <b>Unoccupied</b>                       | 8        | 10  | 7   | 6   | 9   | 9    | 8    | 7    | 11   | 8    | 11   | 13   | 5    | 9    | 6    |      |   |   |
|                             | <b>Percentage Occupied</b> | 53%      | 41%                      | 59%                                     | 65%      | 47% | 47% | 53% | 59% | 35%  | 53%  | 35%  | 24%  | 71%  | 47%  | 65%  |      |      |      |      |   |   |

| Location                      | Side  | Map Code | Between              | Restriction                                                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |   |   |
|-------------------------------|-------|----------|----------------------|----------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Valentine Ave<br>(Street "B") | North | D1N      | Wentworth and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                               |       |          |                      | 1/2P 8am-6pm M-F, 2P 6pm-8pm M-F<br>8am-8pm S-S Ticket Parking | 7        | 4   | 5   | 4   | 5   | 5    | 4    | 3    | 4    | 3    | 5    | 5    | 4    | 7    | 5    | 7    |   |   |   |   |
|                               |       |          |                      | No Parking (Police Vehicles Excepted)                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                               | South | D1S      | Wentworth and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0 | 0 |   |   |
|                               |       |          |                      | No Parking (Buses, Coaches and Taxis<br>Excepted)              | 11       | 1   | 3   | 3   | 4   | 7    | 4    | 7    | 4    | 0    | 3    | 3    | 1    | 6    | 3    | 3    |   |   |   |   |
|                               |       |          |                      | P5 5 Minute Parking                                            | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 1    | 1 |   |   |   |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                               |       |          |                      | P5 5 Minute Parking                                            | 2        | 0   | 0   | 1   | 1   | 2    | 1    | 1    | 2    | 1    | 2    | 2    | 0    | 2    | 1    | 2    |   |   |   |   |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                               |       |          |                      | <b>Total</b>                                                   | 21       | 6   | 9   | 9   | 11  | 15   | 10   | 12   | 11   | 5    | 11   | 11   | 5    | 16   | 10   | 13   |   |   |   |   |
| <b>Unoccupied</b>             | 15    | 12       | 12                   | 10                                                             | 6        | 11  | 9   | 10  | 16  | 10   | 10   | 16   | 5    | 11   | 8    |      |      |      |      |      |   |   |   |   |
| <b>Percentage Occupied</b>    | 29%   | 43%      | 43%                  | 52%                                                            | 71%      | 48% | 57% | 52% | 24% | 52%  | 52%  | 24%  | 76%  | 48%  | 62%  |      |      |      |      |      |   |   |   |   |

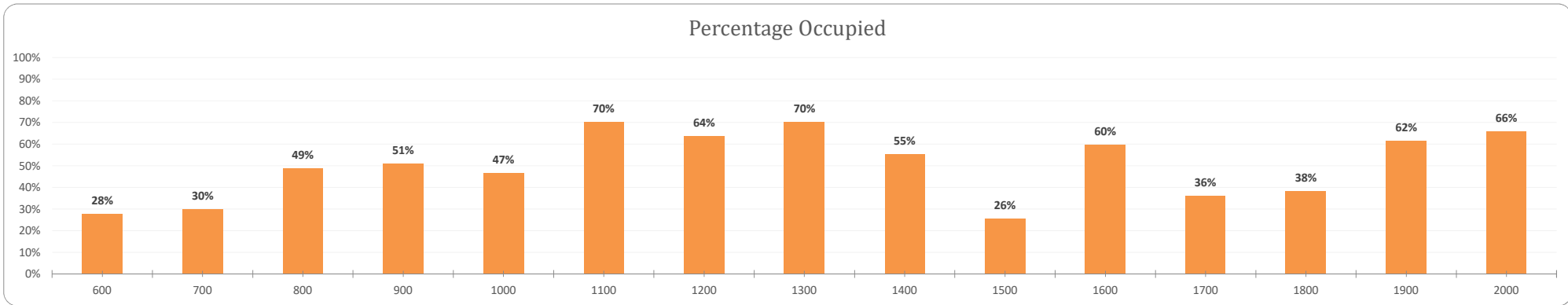
| Location                     | Side              | Map Code | Between              | Restriction                                                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|------------------------------|-------------------|----------|----------------------|----------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Wentworth St<br>(Street "C") | East              | D1N      | Valentine and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                              | West              | D1S      | Valentine and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0 |
|                              |                   |          |                      | Loading Zone (Street to Car Park)                              | 3        | 0   | 0   | 2   | 3   | 2    | 3    | 2    | 2    | 0    | 0    | 3    | 2    | 2    | 3    | 2    |   |
|                              |                   |          |                      | P5 5 Minute Parking (Street to Car Park)                       | 2        | 0   | 2   | 2   | 2   | 2    | 1    | 2    | 2    | 1    | 0    | 1    | 0    | 2    | 2    | 2    |   |
|                              |                   |          |                      | 1/2P 8am-6pm M-F, 2P 6pm-8pm M-F<br>8am-8pm S-S Ticket Parking | 4        | 3   | 1   | 2   | 3   | 3    | 2    | 4    | 4    | 3    | 2    | 2    | 2    | 2    | 3    | 3    |   |
|                              |                   |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                              | <b>Total</b>      | 9        | 3                    | 3                                                              | 6        | 8   | 7   | 6   | 8   | 8    | 4    | 2    | 6    | 4    | 7    | 8    | 7    |      |      |      |   |
|                              | <b>Unoccupied</b> | 6        | 6                    | 3                                                              | 1        | 2   | 3   | 1   | 1   | 5    | 7    | 3    | 5    | 2    | 1    | 2    |      |      |      |      |   |
| <b>Percentage Occupied</b>   | 33%               | 33%      | 67%                  | 89%                                                            | 78%      | 67% | 89% | 89% | 44% | 22%  | 67%  | 44%  | 78%  | 89%  | 78%  |      |      |      |      |      |   |

TTM Data

TTM Reference: 19SYD0129  
 Location: Parramatta  
 Date: Saturday, 17 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 47  | 13  | 14  | 23  | 24   | 22   | 33   | 30   | 33   | 26   | 12   | 28   | 17   | 18   | 29   |
|                     | Unoccupied          | 34  | 33  | 24  | 23  | 25   | 14   | 17   | 14   | 21   | 35   | 19   | 30   | 29   | 18   | 16   |
|                     | Percentage Occupied | 28% | 30% | 49% | 51% | 47%  | 70%  | 64%  | 70%  | 55%  | 26%  | 60%  | 36%  | 38%  | 62%  | 66%  |



| Location                    | Side                       | Map Code | Between                  | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|-----------------------------|----------------------------|----------|--------------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Fitzwilliam St (Street "A") | North                      | D1N      | Fire Horse and Wentworth | No Parking                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                             |                            |          |                          | P5 5 Minute Parking                     | 5        | 1   | 0   | 1   | 3   | 5    | 4    | 3    | 3    | 2    | 1    | 3    | 3    | 1    | 4    | 2    |   |
|                             |                            |          |                          | No Parking (Buses and Coaches Excepted) | 3        | 1   | 0   | 1   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0 |
|                             |                            |          |                          | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                             | South                      | D1S      | Fire Horse and Wentworth | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                             |                            |          |                          | No Parking                              | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                             |                            |          |                          | Taxi Zone                               | 8        | 6   | 7   | 8   | 6   | 6    | 5    | 6    | 7    | 6    | 5    | 7    | 6    | 7    | 7    | 5    |   |
|                             |                            |          |                          | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                             |                            |          |                          | <b>Total</b>                            | 17       | 8   | 7   | 10  | 9   | 11   | 9    | 10   | 10   | 8    | 6    | 10   | 9    | 8    | 12   | 7    |   |
|                             |                            |          |                          | <b>Unoccupied</b>                       | 9        | 10  | 7   | 8   | 6   | 8    | 7    | 7    | 9    | 11   | 7    | 8    | 9    | 5    | 10   |      |   |
|                             | <b>Percentage Occupied</b> | 47%      | 41%                      | 59%                                     | 53%      | 65% | 53% | 59% | 59% | 47%  | 35%  | 59%  | 53%  | 47%  | 71%  | 41%  |      |      |      |      |   |



| Location                      | Side  | Map Code | Between              | Restriction                                                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |   |   |
|-------------------------------|-------|----------|----------------------|----------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Valentine Ave<br>(Street "B") | North | D1N      | Wentworth and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                               |       |          |                      | 1/2P 8am-6pm M-F, 2P 6pm-8pm M-F<br>8am-8pm S-S Ticket Parking | 7        | 1   | 1   | 1   | 4   | 5    | 6    | 5    | 6    | 4    | 1    | 5    | 2    | 3    | 6    | 6    |   |   |   |   |
|                               |       |          |                      | No Parking (Police Vehicles Excepted)                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                               | South | D1S      | Wentworth and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                               |       |          |                      | No Parking (Buses, Coaches and Taxis<br>Excepted)              | 11       | 0   | 2   | 5   | 4   | 1    | 9    | 6    | 9    | 4    | 3    | 9    | 4    | 5    | 6    | 9    |   |   |   |   |
|                               |       |          |                      | P5 5 Minute Parking                                            | 1        | 0   | 0   | 0   | 1   | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1 | 1 |   |   |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                               |       |          |                      | P5 5 Minute Parking                                            | 2        | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 0    | 2    | 0    | 0    | 2    | 0    | 1    | 2    |   |   |   |   |
|                               |       |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
| <b>Total</b>                  |       |          |                      |                                                                | 21       | 1   | 3   | 6   | 10  | 7    | 17   | 13   | 15   | 10   | 5    | 14   | 8    | 8    | 14   | 18   |   |   |   |   |
| <b>Unoccupied</b>             |       |          |                      |                                                                | 20       | 18  | 15  | 11  | 14  | 4    | 8    | 6    | 11   | 16   | 7    | 13   | 13   | 7    | 3    |      |   |   |   |   |
| <b>Percentage Occupied</b>    |       |          |                      |                                                                | 5%       | 14% | 29% | 48% | 33% | 81%  | 62%  | 71%  | 48%  | 24%  | 67%  | 38%  | 38%  | 67%  | 86%  |      |   |   |   |   |

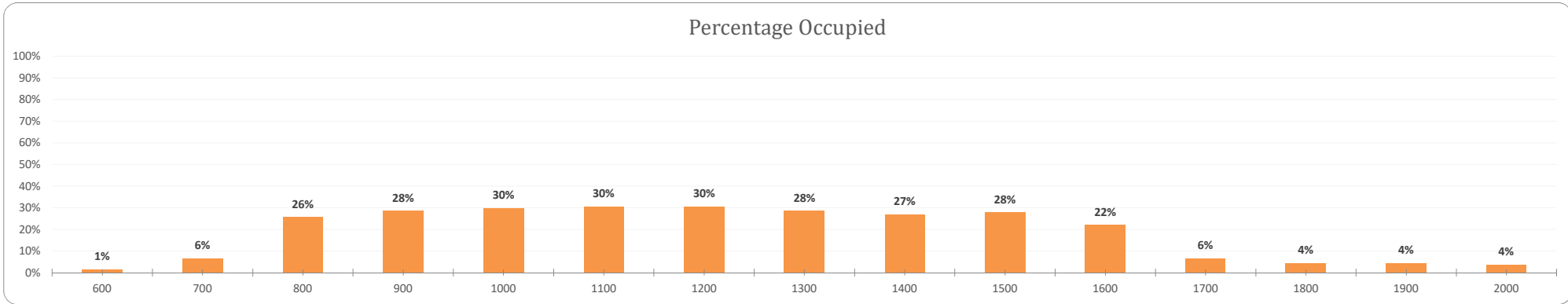
| Location                     | Side         | Map Code | Between              | Restriction                                                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |   |
|------------------------------|--------------|----------|----------------------|----------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Wentworth St<br>(Street "C") | East         | D1N      | Valentine and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                              | West         | D1S      | Valentine and Parkes | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                              |              |          |                      | Loading Zone (Street to Car Park)                              | 3        | 1   | 1   | 3   | 2   | 1    | 2    | 1    | 2    | 2    | 1    | 1    | 0    | 0    | 0    | 2    | 1 |   |
|                              |              |          |                      | P5 5 Minute Parking (Street to Car Park)                       | 2        | 1   | 1   | 1   | 1   | 1    | 2    | 2    | 2    | 2    | 0    | 1    | 0    | 0    | 0    | 1    | 1 |   |
|                              |              |          |                      | 1/2P 8am-6pm M-F, 2P 6pm-8pm M-F<br>8am-8pm S-S Ticket Parking | 4        | 2   | 2   | 3   | 2   | 2    | 3    | 4    | 4    | 4    | 0    | 2    | 0    | 2    | 0    | 4    |   |   |
|                              |              |          |                      | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                              | <b>Total</b> |          |                      |                                                                |          | 9   | 4   | 4   | 7   | 5    | 4    | 7    | 7    | 8    | 1    | 4    | 0    | 2    | 3    | 6    |   |   |
| <b>Unoccupied</b>            |              |          |                      |                                                                | 5        | 5   | 2   | 4   | 5   | 2    | 2    | 1    | 1    | 8    | 5    | 9    | 7    | 6    | 3    |      |   |   |
| <b>Percentage Occupied</b>   |              |          |                      |                                                                | 44%      | 44% | 78% | 56% | 44% | 78%  | 78%  | 89%  | 89%  | 11%  | 44%  | 0%   | 22%  | 33%  | 67%  |      |   |   |

TTM Data

TTM Reference: 19SYD0129  
 Location: Camellia  
 Date: Wednesday, 14 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 141 | 2   | 9   | 36  | 40   | 42   | 43   | 43   | 40   | 38   | 39   | 31   | 9    | 6    | 6    |
|                     | <b>Unoccupied</b>          | 139 | 132 | 105 | 101 | 99   | 98   | 98   | 101  | 103  | 102  | 110  | 132  | 135  | 135  | 136  |
|                     | <b>Percentage Occupied</b> | 1%  | 6%  | 26% | 28% | 30%  | 30%  | 30%  | 28%  | 27%  | 28%  | 22%  | 6%   | 4%   | 4%   | 4%   |



| Location                 | Side                       | Map Code | Between            | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|--------------------------|----------------------------|----------|--------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Grand Ave N (Street "A") | North                      | A1N      | West of James Ruse | Unrestricted                  | 10       | 0   | 1   | 0   | 1   | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |
|                          |                            |          |                    | Unrestricted (Unofficial 90°) | 30       | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 3    | 0    | 0    | 0    | 0    | 0    | 0    |
|                          |                            |          |                    | No Standing                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                          | South                      | A1S      | West of James Ruse | Unrestricted (Unofficial 90°) | 55       | 0   | 0   | 2   | 2   | 5    | 7    | 7    | 4    | 4    | 3    | 3    | 0    | 1    | 1    | 0    |
|                          | <b>Total</b>               | 95       | 0                  | 1                             | 3        | 4   | 6   | 8   | 8   | 6    | 5    | 7    | 3    | 0    | 1    | 1    | 0    |      |      |      |
|                          | <b>Unoccupied</b>          | 95       | 94                 | 92                            | 91       | 89  | 87  | 87  | 89  | 90   | 88   | 92   | 95   | 94   | 94   | 95   |      |      |      |      |
|                          | <b>Percentage Occupied</b> | 0%       | 1%                 | 3%                            | 4%       | 6%  | 8%  | 8%  | 6%  | 5%   | 7%   | 3%   | 0%   | 1%   | 1%   | 0%   |      |      |      |      |

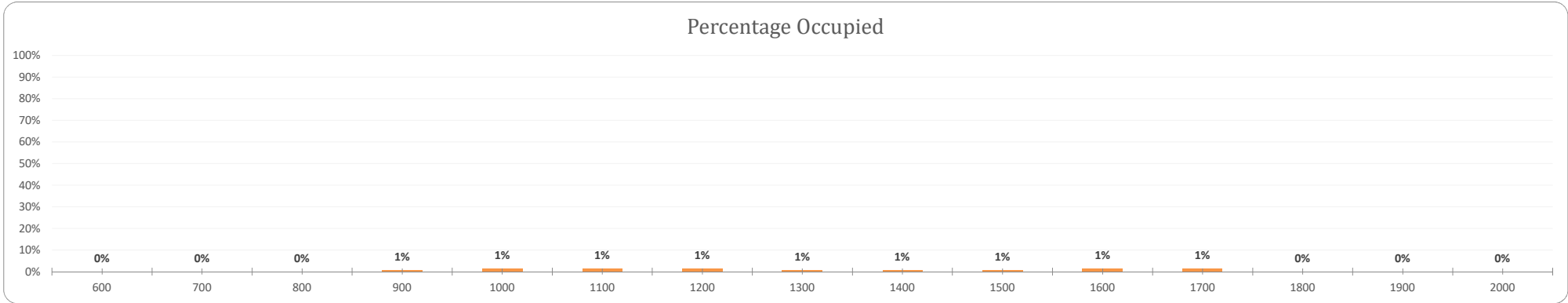
| Location                   | Side | Map Code       | Between          | Restriction             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|----------------------------|------|----------------|------------------|-------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| Grand Ave S (Street "B")   | East | B1E            | North of Gand    | Unrestricted (Unmarked) | 7        | 1   | 5   | 5   | 6   | 6    | 7    | 7    | 7    | 7    | 7    | 2    | 1    | 0    | 0    |      |
|                            |      |                |                  | No Stopping             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |                |                  | Unrestricted (Kerbside) | 9        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West | B1W            | Commuter Carpark | Unrestricted            | 15       | 1   | 1   | 13  | 15  | 15   | 13   | 13   | 12   | 11   | 12   | 9    | 2    | 0    | 1    | 3    |
|                            | D4S  | North of Grand | Unrestricted     | 15                      | 0        | 2   | 15  | 15  | 15  | 15   | 15   | 15   | 15   | 13   | 12   | 5    | 4    | 4    | 2    |      |
| <b>Total</b>               | 46   | 2              | 8                | 33                      | 36       | 36  | 35  | 35  | 34  | 33   | 32   | 28   | 9    | 5    | 5    | 5    |      |      |      |      |
| <b>Unoccupied</b>          | 44   | 38             | 13               | 10                      | 10       | 11  | 11  | 12  | 13  | 14   | 18   | 37   | 41   | 41   | 41   |      |      |      |      |      |
| <b>Percentage Occupied</b> | 4%   | 17%            | 72%              | 78%                     | 78%      | 76% | 76% | 74% | 72% | 70%  | 61%  | 20%  | 11%  | 11%  | 11%  |      |      |      |      |      |

TTM Data

TTM Reference: 19SYD0129  
 Location: Camellia  
 Date: Saturday, 17 August 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 141 | 0   | 0   | 0   | 1    | 2    | 2    | 2    | 1    | 1    | 1    | 2    | 2    | 0    | 0    |
|                     | <b>Unoccupied</b>          | 141 | 141 | 141 | 140 | 139  | 139  | 139  | 140  | 140  | 140  | 139  | 139  | 141  | 141  | 141  |
|                     | <b>Percentage Occupied</b> | 0%  | 0%  | 0%  | 1%  | 1%   | 1%   | 1%   | 1%   | 1%   | 1%   | 1%   | 1%   | 0%   | 0%   | 0%   |



| Location                 | Side                       | Map Code | Between            | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|--------------------------|----------------------------|----------|--------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Grand Ave N (Street "A") | North                      | A1N      | West of James Ruse | Unrestricted                  | 10       | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                          |                            |          |                    | Unrestricted (Unofficial 90°) | 30       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0 |
|                          |                            |          |                    | No Standing                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                          | South                      | A1S      | West of James Ruse | Unrestricted (Unofficial 90°) | 55       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                          | <b>Total</b>               | 95       | 0                  | 0                             | 0        | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |   |
|                          | <b>Unoccupied</b>          | 95       | 95                 | 95                            | 95       | 94  | 95  | 95  | 95  | 95   | 95   | 95   | 95   | 95   | 94   | 95   | 95   | 95   | 95   | 95   |   |
|                          | <b>Percentage Occupied</b> | 0%       | 0%                 | 0%                            | 0%       | 1%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 1%   | 0%   | 0%   | 0%   | 0%   | 0%   |   |

| Location                 | Side                       | Map Code | Between          | Restriction             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 |   |
|--------------------------|----------------------------|----------|------------------|-------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|---|
| Grand Ave S (Street "B") | East                       | B1E      | North of Gand    | Unrestricted (Unmarked) | 7        | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    |   |
|                          |                            |          |                  | No Stopping             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                          |                            |          |                  | Unrestricted (Kerbside) | 9        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                          | West                       | B1W      | Commuter Carpark | Unrestricted            | 15       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                          |                            | D4S      | North of Grand   | Unrestricted            | 15       | 0   | 0   | 0   | 0   | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |   |
|                          | <b>Total</b>               | 46       | 0                | 0                       | 0        | 1   | 1   | 2   | 2   | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 0    | 0    | 0    |      |   |
|                          | <b>Unoccupied</b>          | 46       | 46               | 46                      | 45       | 45  | 44  | 44  | 45  | 45   | 45   | 45   | 45   | 45   | 44   | 46   | 46   | 46   |      |      |   |
|                          | <b>Percentage Occupied</b> | 0%       | 0%               | 0%                      | 2%       | 2%  | 4%  | 4%  | 2%  | 2%   | 2%   | 2%   | 2%   | 4%   | 0%   | 0%   | 0%   |      |      |      |   |

TTM Data

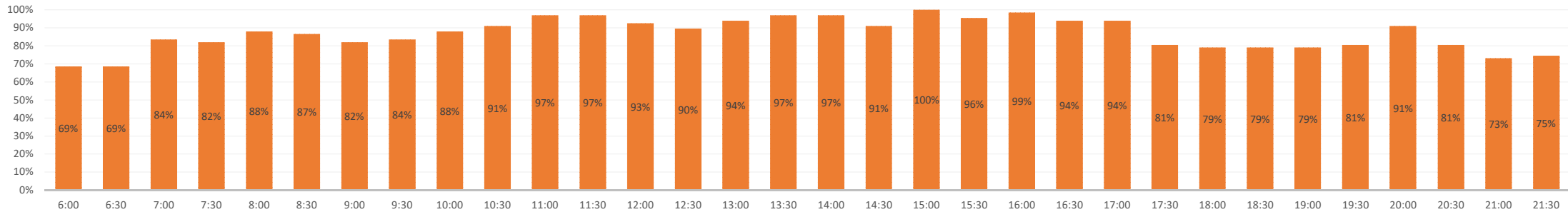
TTM Reference: 18SYD0207  
 Location: Hawkesbury Rd, Westmead  
 Weather: Fine  
 Notes: **Highlighted cells in South E indicate Taxi in Taxi Zone**



Thursday, 22 November 2018

| Total Area Capacity | Capacity | 6:00 | 6:30 | 7:00 | 7:30 | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | 12:30 | 13:00 | 13:30 | 14:00 | 14:30 | 15:00 | 15:30 | 16:00 | 16:30 | 17:00 | 17:30 | 18:00 | 18:30 | 19:00 | 19:30 | 20:00 | 20:30 | 21:00 | 21:30 |
|---------------------|----------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                     | 67       | 46   | 46   | 56   | 55   | 59   | 58   | 55   | 56   | 59    | 61    | 65    | 65    | 62    | 60    | 63    | 65    | 65    | 61    | 67    | 64    | 66    | 63    | 63    | 54    | 53    | 53    | 53    | 54    | 61    | 54    | 49    | 50    |
| Unoccupied          | 21       | 21   | 11   | 12   | 8    | 9    | 12   | 11   | 8    | 6     | 2     | 2     | 5     | 7     | 4     | 2     | 2     | 6     | 0     | 3     | 1     | 4     | 4     | 13    | 14    | 14    | 14    | 13    | 6     | 13    | 18    | 17    |       |
| Percentage          | 69%      | 69%  | 84%  | 82%  | 88%  | 87%  | 82%  | 84%  | 88%  | 91%   | 97%   | 97%   | 93%   | 90%   | 94%   | 97%   | 97%   | 91%   | 100%  | 96%   | 99%   | 94%   | 94%   | 81%   | 79%   | 79%   | 79%   | 81%   | 91%   | 81%   | 73%   | 75%   |       |

Percentage Occupied



Thursday, 22 November 2018

| Location      | Side              | Map Code | Capacity | 6:00      | 6:30      | 7:00      | 7:30      | 8:00      | 8:30      | 9:00      | 9:30      | 10:00     | 10:30     | 11:00     | 11:30     | 12:00     | 12:30     | 13:00     | 13:30     | 14:00     | 14:30     | 15:00     | 15:30     | 16:00     | 16:30     | 17:00     | 17:30     | 18:00     | 18:30     | 19:00     | 19:30     | 20:00     | 20:30     | 21:00     | 21:30     |           |
|---------------|-------------------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hawkesbury Rd | North             | A        | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |           |
|               |                   | B        | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
|               |                   | C        | 5        | 0         | 0         | 3         | 3         | 3         | 3         | 4         | 4         | 4         | 4         | 4         | 4         | 4         | 3         | 3         | 4         | 4         | 4         | 5         | 4         | 5         | 3         | 3         | 3         | 3         | 3         | 2         | 3         | 4         | 3         | 2         | 2         |           |
|               |                   | D        | 8        | 4         | 4         | 6         | 3         | 6         | 6         | 5         | 6         | 8         | 8         | 8         | 9         | 9         | 9         | 8         | 8         | 7         | 7         | 8         | 9         | 8         | 7         | 7         | 6         | 6         | 6         | 6         | 9         | 9         | 8         | 8         | 8         |           |
|               |                   | E        | 7        | 5         | 5         | 6         | 7         | 8         | 7         | 6         | 6         | 7         | 7         | 7         | 5         | 5         | 7         | 6         | 7         | 6         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 6         | 7         | 6         | 6         | 7         |           |
|               |                   | F        | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
|               | South             | A        | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
|               |                   | B        | 7        | 2         | 3         | 6         | 6         | 6         | 6         | 4         | 4         | 5         | 5         | 6         | 6         | 5         | 5         | 6         | 7         | 6         | 5         | 6         | 5         | 5         | 6         | 6         | 5         | 5         | 5         | 5         | 6         | 5         | 5         | 4         | 3         | 4         |
|               |                   | C        | 10       | 8         | 8         | 8         | 9         | 8         | 8         | 8         | 9         | 7         | 9         | 10        | 9         | 9         | 9         | 9         | 10        | 10        | 10        | 10        | 9         | 10        | 8         | 8         | 9         | 8         | 8         | 8         | 7         | 8         | 7         | 6         | 6         | 6         |
|               |                   | D        | 20       | 18        | 17        | 18        | 19        | 19        | 20        | 20        | 19        | 19        | 20        | 20        | 20        | 20        | 19        | 20        | 20        | 20        | 18        | 20        | 19        | 20        | 20        | 16        | 16        | 16        | 16        | 16        | 16        | 18        | 18        | 15        | 15        | 15        |
|               |                   | E        | 10       | 9         | 9         | 9         | 8         | 9         | 8         | 8         | 8         | 8         | 9         | 8         | 10        | 10        | 10        | 10        | 11        | 11        | 11        | 11        | 11        | 11        | 12        | 12        | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         |
|               | <b>Total</b>      |          |          | <b>67</b> | <b>46</b> | <b>46</b> | <b>56</b> | <b>55</b> | <b>59</b> | <b>58</b> | <b>55</b> | <b>56</b> | <b>59</b> | <b>61</b> | <b>65</b> | <b>65</b> | <b>62</b> | <b>60</b> | <b>63</b> | <b>65</b> | <b>65</b> | <b>61</b> | <b>67</b> | <b>64</b> | <b>66</b> | <b>63</b> | <b>63</b> | <b>54</b> | <b>53</b> | <b>53</b> | <b>53</b> | <b>54</b> | <b>61</b> | <b>54</b> | <b>49</b> | <b>50</b> |
|               | <b>Unoccupied</b> |          |          | 21        | 21        | 11        | 12        | 8         | 9         | 12        | 11        | 8         | 6         | 2         | 2         | 5         | 7         | 4         | 2         | 2         | 6         | 0         | 3         | 1         | 4         | 4         | 13        | 14        | 14        | 14        | 13        | 6         | 13        | 18        | 17        |           |
|               | <b>Percentage</b> |          |          | 69%       | 69%       | 84%       | 82%       | 88%       | 87%       | 82%       | 84%       | 88%       | 91%       | 97%       | 97%       | 93%       | 90%       | 94%       | 97%       | 97%       | 91%       | 100%      | 96%       | 99%       | 94%       | 94%       | 81%       | 79%       | 79%       | 79%       | 81%       | 91%       | 81%       | 73%       | 75%       |           |

Staff Observations - Thursday 22nd November

| Time Spotted | Map Code | Note                                                            |
|--------------|----------|-----------------------------------------------------------------|
| 11:39        | North D  | Parked illegally in front of "Institution for Medical Research" |
| 13:00        | South B  | Vehicle parked in Bus zone                                      |
| 15:01        | South E  | Vehicle parked in Taxi zone                                     |
| 20:00        | South E  | Vehicle parked in Taxi Zone                                     |
| 21:00        | South B  | Vehicle parked in Bus zone                                      |

TTM Data

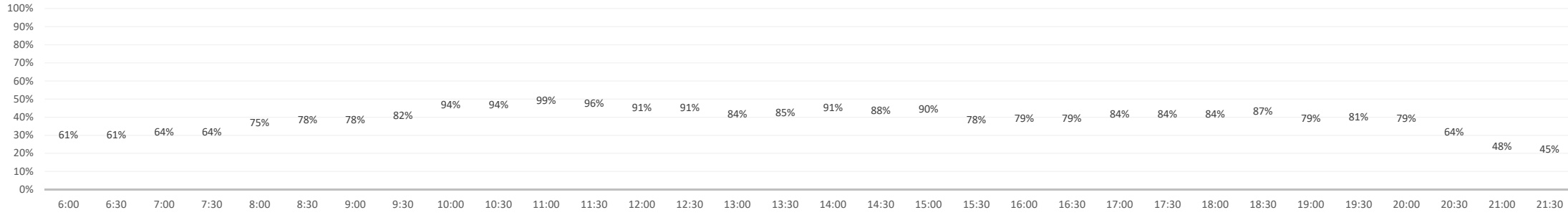
TTM Reference: 18SYD0207  
 Location: Hawkesbury Rd, Westmead  
 Weather: Fine  
 Notes: Red text indicates vehicles illegally parked (as noted) causing over capacity



Saturday, 24 November 2018

| Total Area Capacity | Capacity          | 6:00 | 6:30 | 7:00 | 7:30 | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | 12:30 | 13:00 | 13:30 | 14:00 | 14:30 | 15:00 | 15:30 | 16:00 | 16:30 | 17:00 | 17:30 | 18:00 | 18:30 | 19:00 | 19:30 | 20:00 | 20:30 | 21:00 | 21:30 |    |
|---------------------|-------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
|                     | 67                | 41   | 41   | 43   | 43   | 50   | 52   | 52   | 55   | 63    | 63    | 66    | 64    | 61    | 61    | 56    | 57    | 61    | 59    | 60    | 60    | 52    | 53    | 53    | 56    | 56    | 56    | 58    | 53    | 54    | 53    | 43    | 32    | 30 |
|                     | <b>Unoccupied</b> | 26   | 26   | 24   | 24   | 17   | 15   | 15   | 12   | 4     | 4     | 1     | 3     | 6     | 6     | 11    | 10    | 6     | 8     | 7     | 15    | 14    | 14    | 11    | 11    | 11    | 9     | 14    | 13    | 14    | 24    | 35    | 37    |    |
| <b>Percentage</b>   | 61%               | 61%  | 64%  | 64%  | 75%  | 78%  | 78%  | 82%  | 94%  | 94%   | 99%   | 96%   | 91%   | 91%   | 84%   | 85%   | 91%   | 88%   | 90%   | 78%   | 79%   | 79%   | 84%   | 84%   | 84%   | 87%   | 79%   | 81%   | 79%   | 64%   | 48%   | 45%   |       |    |

Percentage Occupied



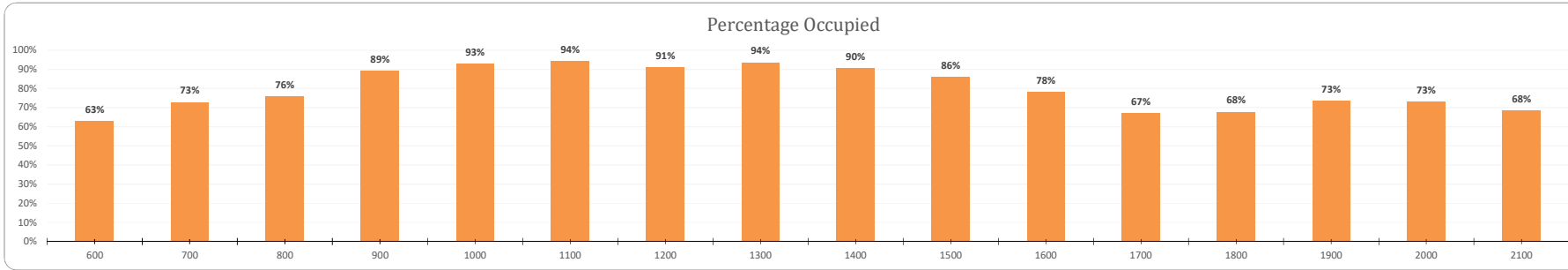
Saturday, 24 November 2018

| Location          | Side      | Map Code  | Capacity  | 6:00      | 6:30      | 7:00      | 7:30      | 8:00      | 8:30      | 9:00      | 9:30      | 10:00     | 10:30     | 11:00     | 11:30     | 12:00     | 12:30     | 13:00     | 13:30     | 14:00     | 14:30     | 15:00     | 15:30     | 16:00     | 16:30     | 17:00     | 17:30     | 18:00     | 18:30     | 19:00     | 19:30     | 20:00     | 20:30     | 21:00     | 21:30 |   |   |   |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|---|---|---|
| Hawkesbury Rd     | North     | A         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0     |   |   |   |
|                   |           | B         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0     | 0 |   |   |
|                   |           | C         | 5         | 2         | 2         | 3         | 3         | 3         | 3         | 3         | 3         | 3         | 4         | 4         | 4         | 4         | 3         | 3         | 4         | 4         | 4         | 4         | 4         | 4         | 3         | 4         | 4         | 3         | 3         | 4         | 3         | 3         | 1         | 1         | 1     | 1 |   |   |
|                   |           | D         | 8         | 5         | 5         | 5         | 5         | 6         | 6         | 6         | 6         | 8         | 10        | 10        | 10        | 9         | 10        | 10        | 9         | 9         | 10        | 9         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 9         | 6         | 4     | 2 | 2 |   |
|                   |           | E         | 7         | 0         | 0         | 1         | 1         | 2         | 4         | 4         | 4         | 4         | 7         | 7         | 7         | 6         | 6         | 6         | 5         | 5         | 5         | 4         | 4         | 5         | 6         | 6         | 6         | 6         | 6         | 6         | 5         | 4         | 4         | 4         | 4     | 4 | 4 |   |
|                   |           | F         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0     | 0 | 0 |   |
|                   | South     | A         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0     | 0 | 0 |   |
|                   |           | B         | 7         | 5         | 5         | 5         | 5         | 5         | 5         | 5         | 5         | 6         | 6         | 7         | 6         | 6         | 6         | 5         | 5         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 6         | 5     | 5 | 5 |   |
|                   |           | C         | 10        | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 7         | 7         | 9         | 9         | 8         | 8         | 8         | 8         | 8         | 9         | 9         | 10        | 8         | 8         | 8         | 8         | 8         | 8         | 9         | 7         | 8         | 7         | 6     | 5 | 5 | 5 |
|                   |           | D         | 20        | 13        | 13        | 13        | 13        | 18        | 18        | 18        | 18        | 19        | 19        | 19        | 20        | 20        | 20        | 20        | 18        | 18        | 19        | 19        | 19        | 19        | 15        | 14        | 14        | 17        | 17        | 17        | 16        | 16        | 17        | 17        | 11    | 8 | 8 | 8 |
| E                 | 10        | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 10        | 10        | 9         | 10        | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 9         | 7         | 7         | 7         | 7         | 7         | 8         | 9         | 7         | 8         | 7         | 9         | 5         | 5     | 5 |   |   |
| <b>Total</b>      | <b>67</b> | <b>41</b> | <b>41</b> | <b>43</b> | <b>43</b> | <b>50</b> | <b>52</b> | <b>52</b> | <b>55</b> | <b>63</b> | <b>63</b> | <b>66</b> | <b>64</b> | <b>61</b> | <b>61</b> | <b>56</b> | <b>57</b> | <b>61</b> | <b>59</b> | <b>60</b> | <b>52</b> | <b>53</b> | <b>53</b> | <b>56</b> | <b>56</b> | <b>56</b> | <b>58</b> | <b>53</b> | <b>54</b> | <b>53</b> | <b>43</b> | <b>32</b> | <b>30</b> | <b>30</b> |       |   |   |   |
| <b>Unoccupied</b> | 26        | 26        | 24        | 24        | 17        | 15        | 15        | 12        | 4         | 4         | 1         | 3         | 6         | 6         | 11        | 10        | 6         | 8         | 7         | 15        | 14        | 14        | 11        | 11        | 11        | 9         | 14        | 13        | 14        | 24        | 35        | 37        | 37        | 37        |       |   |   |   |
| <b>Percentage</b> | 61%       | 61%       | 64%       | 64%       | 75%       | 78%       | 78%       | 82%       | 94%       | 94%       | 99%       | 96%       | 91%       | 91%       | 84%       | 85%       | 91%       | 88%       | 90%       | 78%       | 79%       | 79%       | 84%       | 84%       | 84%       | 87%       | 79%       | 81%       | 79%       | 64%       | 48%       | 45%       | 45%       | 45%       |       |   |   |   |

Staff Observations - Saturday 24th November

| Time Spotted | Map Code | Note                                         |
|--------------|----------|----------------------------------------------|
| 9:10         | North D  | Vehicle parked in No Standing                |
| 10:00        | North D  | 2 vehicles parked in No Standing             |
| 11:00        | South B  | Vehicle parked in Bus zone                   |
| 15:30        | North D  | Vehicle parked in No Standing                |
| 17:30        | North C  | Vehicle parked in Disabled Spot with no pass |
| 18:30        | North D  | Vehicle parked in No Standing                |

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 263 | 165 | 191 | 199 | 234  | 244  | 248  | 239  | 246  | 238  | 226  | 205  | 176  | 178  | 193  | 192  |
|                     | Unoccupied          | 98  | 72  | 64  | 29  | 19   | 15   | 24   | 17   | 25   | 37   | 58   | 87   | 85   | 70   | 71   | 83   |
|                     | Percentage Occupied | 63% | 73% | 76% | 89% | 93%  | 94%  | 91%  | 94%  | 90%  | 86%  | 78%  | 67%  | 68%  | 73%  | 73%  | 68%  |



| Location               | Side  | Map Code | Between             | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|------------------------|-------|----------|---------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Jessie St (Street "A") | North | A1N      | Hawkesbury and Park | Authorised Vehicles Only         | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |              |
|                        |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 34       | 32  | 31  | 31  | 33  | 32   | 33   | 34   | 32   | 33   | 31   | 31   | 27   | 24   | 26   | 30   | 29   |              |
|                        | South | A1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 34       | 15  | 19  | 18  | 33  | 33   | 36   | 35   | 35   | 29   | 34   | 31   | 21   | 23   | 23   | 28   | 27   | Yes          |
|                        |       |          |                     | <b>Total</b>                     | 69       | 48  | 51  | 50  | 67  | 66   | 70   | 70   | 68   | 63   | 66   | 63   | 49   | 48   | 50   | 59   | 57   |              |
|                        |       |          |                     | Unoccupied                       | 21       | 18  | 19  | 2   | 3   | -1   | -1   | 1    | 6    | 3    | 6    | 20   | 21   | 19   | 10   | 12   |      |              |
|                        |       |          |                     | Percentage Occupied              | 70%      | 74% | 72% | 97% | 96% | 101% | 101% | 99%  | 91%  | 96%  | 91%  | 71%  | 70%  | 72%  | 86%  | 83%  |      |              |

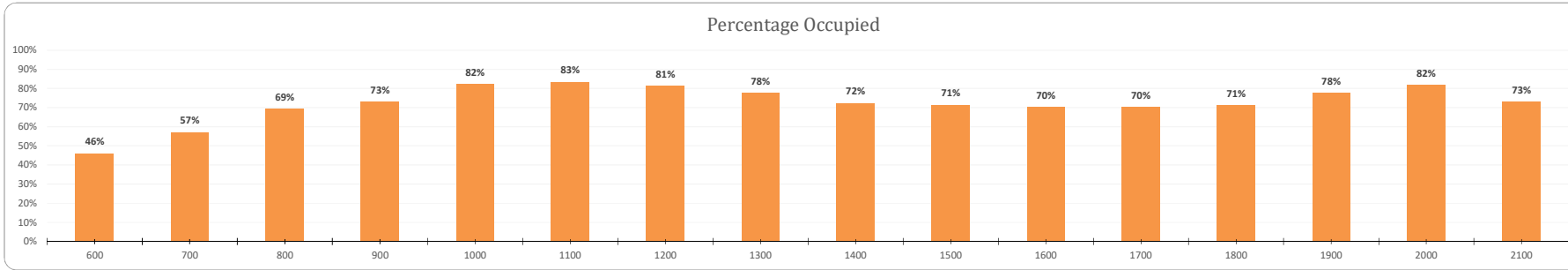
| Location              | Side  | Map Code | Between             | Restriction                      | Capacity | 600 | 700 | 800  | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|-----------------------|-------|----------|---------------------|----------------------------------|----------|-----|-----|------|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Helen St (Street "B") | North | B1N      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 30       | 30  | 30  | 32   | 32  | 32   | 35   | 33   | 33   | 32   | 29   | 27   | 23   | 18   | 18   | 20   | 19   | Yes          |     |
|                       |       |          |                     | Authorised Vehicles Only         | 1        | 1   | 1   | 0    | 0   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    | 1    | 1            |     |
|                       | South | B1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 19       | 7   | 8   | 15   | 21  | 18   | 21   | 18   | 20   | 20   | 17   | 8    | 12   | 11   | 14   | 14   | 12   | Yes          |     |
|                       |       |          |                     | Mail Zone                        | 1        | 0   | 0   | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |
|                       |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 12       | 4   | 12  | 10   | 12  | 11   | 12   | 11   | 11   | 11   | 7    | 13   | 9    | 8    | 9    | 8    | 10   | 10           | Yes |
|                       |       |          |                     | <b>Total</b>                     | 63       | 42  | 51  | 57   | 65  | 62   | 69   | 62   | 64   | 53   | 49   | 45   | 38   | 41   | 43   | 42   |      |              |     |
|                       |       |          |                     | Unoccupied                       | 21       | 12  | 6   | -2   | 1   | -6   | 1    | -1   | -1   | 10   | 14   | 18   | 25   | 22   | 20   | 21   |      |              |     |
|                       |       |          |                     | Percentage Occupied              | 67%      | 81% | 90% | 103% | 98% | 110% | 98%  | 102% | 102% | 84%  | 78%  | 71%  | 60%  | 65%  | 68%  | 67%  |      |              |     |

| Location                 | Side  | Map Code | Between             | Restriction                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|--------------------------|-------|----------|---------------------|-------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Caroline St (Street "C") | North | C1N      | Hawkesbury and Park | Authorised Vehicles Only            | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |              |
|                          |       |          |                     | 2P 8:30am - 6pm M-F Permit Excepted | 24       | 26  | 29  | 23  | 23  | 27   | 24   | 24   | 24   | 24   | 21   | 19   | 21   | 25   | 22   | 19   | Yes  |              |
|                          |       |          |                     | Work Zone 6am - 6pm M-S             | 6        | 0   | 3   | 2   | 4   | 5    | 5    | 3    | 4    | 4    | 2    | 0    | 0    | 0    | 0    | 0    |      |              |
|                          |       |          |                     | 2P 8am - 6pm M-F Permit Excepted    | 9        | 6   | 7   | 6   | 5   | 6    | 6    | 5    | 7    | 4    | 2    | 1    | 1    | 2    | 1    | 1    |      |              |
|                          | South | C1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted    | 35       | 14  | 20  | 23  | 24  | 30   | 26   | 26   | 28   | 22   | 24   | 20   | 20   | 21   | 26   | 20   | 18   |              |
|                          |       |          |                     | <b>Total</b>                        | 75       | 47  | 60  | 55  | 57  | 69   | 62   | 62   | 61   | 58   | 57   | 46   | 41   | 44   | 54   | 44   | 39   |              |
|                          |       |          |                     | Unoccupied                          | 28       | 15  | 20  | 18  | 6   | 13   | 13   | 14   | 17   | 18   | 29   | 34   | 31   | 21   | 31   | 36   |      |              |
|                          |       |          |                     | Percentage Occupied                 | 63%      | 80% | 73% | 76% | 92% | 83%  | 83%  | 81%  | 77%  | 76%  | 61%  | 55%  | 59%  | 72%  | 59%  | 52%  |      |              |

| Location               | Side  | Map Code        | Between                             | Restriction                            | Capacity           | 600                                 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|------------------------|-------|-----------------|-------------------------------------|----------------------------------------|--------------------|-------------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Queens Rd (Street "D") | North | D1N             | Hawkesbury and Ashley               | Wedding and Funeral Vehicles Only      | 1                  | 1                                   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |              |     |
|                        |       |                 |                                     | 2P 8:30am - 6pm M-F Permit Excepted    | 2                  | 2                                   | 3   | 2   | 2   | 2    | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | Yes |
|                        |       | D2N             | Ashley and Central                  | 2P 8:30am - 6pm M-F Permit Excepted    | 7                  | 5                                   | 7   | 7   | 8   | 9    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 7    | 8    | 8    | 6    | 8            | Yes |
|                        |       |                 |                                     | D3N                                    | Central and Alfred | 2P 8:30am - 6pm M-F Permit Excepted | 6   | 6   | 3   | 5    | 5    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 7    | 6    | 6            | 4   |
|                        | D4N   | Alfred and Park | 2P 8:30am - 6pm M-F Permit Excepted | 9                                      | 3                  | 3                                   | 4   | 6   | 6   | 6    | 6    | 4    | 5    | 7    | 6    | 5    | 5    | 6    | 6    | 6    | 5    |              |     |
|                        | South | D1S             | Hawkesbury and Ashley               | 1/4P 8am - 6pm                         | 1                  | 0                                   | 0   | 1   | 0   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    | 1            |     |
|                        |       |                 |                                     | 1/4P 9am - 5:30pm M-F 9am - 12pm S     | 1                  | 1                                   | 1   | 0   | 0   | 0    | 1    | 1    | 3    | 2    | 1    | 1    | 0    | 1    | 1    | 1    | 2    | 1            | Yes |
|                        |       | D2S             | Ashley and Central                  | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 3                  | 3                                   | 3   | 2   | 2   | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 2    | 3    | 3    | 3    | 3    | 3            |     |
|                        |       |                 |                                     | Disability Parking                     | 1                  | 0                                   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 0    | 1    |              |     |
|                        |       | D3S             | Central and Alfred                  | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 8                  | 2                                   | 2   | 6   | 6   | 6    | 6    | 6    | 7    | 6    | 7    | 6    | 6    | 6    | 6    | 6    | 6    | 5            |     |
|                        |       |                 |                                     | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 8                  | 2                                   | 3   | 7   | 7   | 8    | 8    | 9    | 9    | 9    | 8    | 8    | 5    | 6    | 8    | 8    | 7    | Yes          |     |
|                        |       | D4S             | Alfred and Park                     | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 9                  | 3                                   | 3   | 2   | 8   | 7    | 6    | 5    | 8    | 8    | 8    | 7    | 6    | 7    | 6    | 6    | 6    | 5            |     |
|                        |       |                 |                                     |                                        | <b>Total</b>       | 56                                  | 28  | 29  | 37  | 45   | 47   | 47   | 45   | 53   | 53   | 50   | 47   | 41   | 48   | 48   | 46   | 42           |     |
|                        |       |                 |                                     | Unoccupied                             | 28                 | 27                                  | 19  | 11  | 9   | 9    | 11   | 3    | 3    | 6    | 9    | 15   | 8    | 8    | 10   | 14   |      |              |     |
|                        |       |                 |                                     | Percentage Occupied                    | 50%                | 52%                                 | 66% | 80% | 84% | 84%  | 80%  | 95%  | 95%  | 89%  | 84%  | 73%  | 86%  | 86%  | 82%  | 75%  |      |              |     |



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 263                 | 121 | 150 | 182 | 192 | 216  | 219  | 214  | 204  | 190  | 188  | 185  | 185  | 187  | 204  | 215  | 192  |
|                     | Unoccupied          | 142 | 113 | 81  | 71  | 47   | 44   | 49   | 59   | 73   | 75   | 78   | 78   | 76   | 59   | 48   | 71   |
|                     | Percentage Occupied | 46% | 57% | 69% | 73% | 82%  | 83%  | 81%  | 78%  | 72%  | 71%  | 70%  | 70%  | 71%  | 78%  | 82%  | 73%  |



| Location               | Side  | Map Code | Between             | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|------------------------|-------|----------|---------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Jessie St (Street "A") | North | A1N      | Hawkesbury and Park | Authorised Vehicles Only         | 1        | 1   | 1   | 1   | 1   | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 2    | 1    | 2    | 1    | 1    | Yes          |
|                        |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 34       | 19  | 26  | 28  | 32  | 30   | 26   | 29   | 30   | 27   | 25   | 28   | 28   | 27   | 28   | 31   | 26   |              |
|                        | South | A1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 34       | 19  | 24  | 33  | 34  | 36   | 33   | 34   | 35   | 24   | 29   | 33   | 31   | 27   | 33   | 30   | 23   | Yes          |
|                        |       |          |                     | <b>Total</b>                     | 69       | 39  | 51  | 62  | 67  | 66   | 59   | 64   | 66   | 52   | 55   | 62   | 61   | 55   | 63   | 62   | 50   |              |
|                        |       |          |                     | Unoccupied                       | 30       | 18  | 7   | 2   | 3   | 10   | 5    | 3    | 17   | 14   | 7    | 8    | 14   | 6    | 7    | 19   |      |              |
|                        |       |          |                     | Percentage Occupied              | 57%      | 74% | 90% | 97% | 96% | 86%  | 93%  | 96%  | 75%  | 80%  | 90%  | 88%  | 80%  | 91%  | 90%  | 72%  |      |              |

| Location              | Side  | Map Code | Between             | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |  |
|-----------------------|-------|----------|---------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|--|
| Helen St (Street "B") | North | B1N      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 30       | 14  | 21  | 25  | 23  | 28   | 29   | 27   | 22   | 20   | 18   | 13   | 19   | 18   | 14   | 22   | 20   |              |   |  |
|                       |       |          |                     | Authorised Vehicles Only         | 1        | 1   | 1   | 1   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                       | South | B1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 19       | 6   | 8   | 11  | 12  | 13   | 15   | 13   | 15   | 17   | 17   | 13   | 12   | 11   | 12   | 15   | 11   |              |   |  |
|                       |       |          |                     | Mail Zone                        | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                       |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 12       | 4   | 4   | 9   | 7   | 10   | 11   | 7    | 5    | 7    | 6    | 2    | 4    | 6    | 5    | 9    | 12   |              |   |  |
|                       |       |          |                     | <b>Total</b>                     | 63       | 25  | 34  | 46  | 43  | 51   | 55   | 47   | 42   | 44   | 41   | 28   | 35   | 35   | 31   | 46   | 43   |              |   |  |
|                       |       |          |                     | Unoccupied                       | 38       | 29  | 17  | 20  | 12  | 8    | 16   | 21   | 19   | 22   | 35   | 28   | 28   | 32   | 17   | 20   |      |              |   |  |
|                       |       |          |                     | Percentage Occupied              | 40%      | 54% | 73% | 68% | 81% | 87%  | 75%  | 67%  | 70%  | 65%  | 44%  | 56%  | 56%  | 49%  | 73%  | 68%  |      |              |   |  |

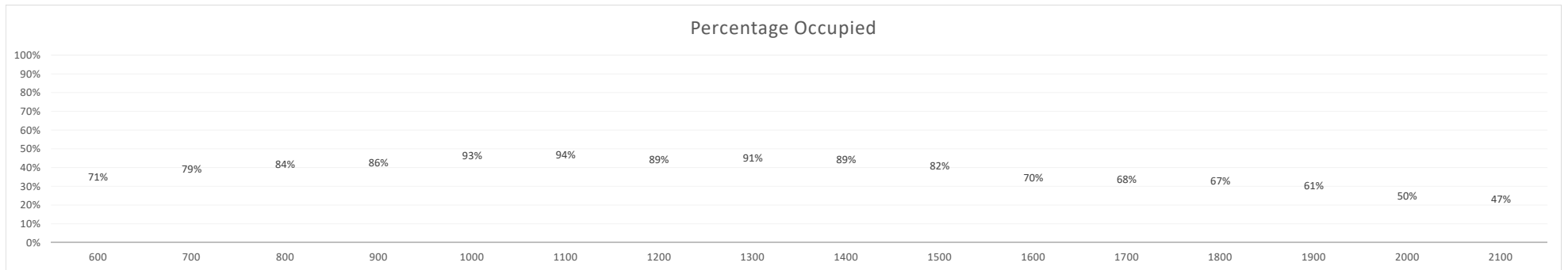
| Location                 | Side  | Map Code | Between             | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|--------------------------|-------|----------|---------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Caroline St (Street "C") | North | C1N      | Hawkesbury and Park | Authorised Vehicles Only         | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                          |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 24       | 19  | 18  | 20  | 19  | 23   | 25   | 24   | 23   | 25   | 21   | 22   | 19   | 22   | 23   | 26   | 23   | Yes          |  |
|                          |       |          |                     | Work Zone 6am - 6pm M-S          | 6        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 4            |  |
|                          |       |          |                     | 2P 8am - 6pm M-F Permit Excepted | 9        | 4   | 5   | 6   | 5   | 6    | 6    | 4    | 4    | 2    | 1    | 0    | 0    | 1    | 4    | 5    | 5    |              |  |
|                          | South | C1S      | Hawkesbury and Park | 2P 8am - 6pm M-F Permit Excepted | 35       | 9   | 11  | 12  | 15  | 25   | 25   | 28   | 24   | 23   | 22   | 28   | 29   | 28   | 32   | 21   | 25   |              |  |
|                          |       |          |                     | <b>Total</b>                     | 75       | 32  | 34  | 38  | 39  | 54   | 56   | 56   | 51   | 50   | 44   | 50   | 48   | 51   | 59   | 55   | 57   |              |  |
|                          |       |          |                     | Unoccupied                       | 43       | 41  | 37  | 36  | 21  | 19   | 19   | 24   | 25   | 31   | 25   | 27   | 24   | 16   | 20   | 18   |      |              |  |
|                          |       |          |                     | Percentage Occupied              | 43%      | 45% | 51% | 52% | 72% | 75%  | 75%  | 68%  | 67%  | 59%  | 67%  | 64%  | 68%  | 79%  | 73%  | 76%  |      |              |  |

| Location               | Side  | Map Code        | Between                             | Restriction                            | Capacity           | 600                                    | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |
|------------------------|-------|-----------------|-------------------------------------|----------------------------------------|--------------------|----------------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|
| Queens Rd (Street "D") | North | D1N             | Hawkesbury and Ashley               | Wedding and Funeral Vehicles Only      | 1                  | 0                                      | 0   | 0   | 1   | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |              |     |     |
|                        |       |                 |                                     | 2P 8:30am - 6pm M-F Permit Excepted    | 2                  | 1                                      | 2   | 2   | 2   | 2    | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 2            | Yes |     |
|                        |       | D2N             | Ashley and Central                  | 2P 8:30am - 6pm M-F Permit Excepted    | 7                  | 6                                      | 7   | 8   | 8   | 7    | 8    | 9    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8            | 8   | Yes |
|                        |       |                 |                                     | D3N                                    | Central and Alfred | 2P 8:30am - 6pm M-F Permit Excepted    | 6   | 4   | 5   | 4    | 4    | 7    | 6    | 6    | 6    | 6    | 6    | 6    | 5    | 6    | 6    | 7            | 6   | Yes |
|                        | D4N   | Alfred and Park | 2P 8:30am - 6pm M-F Permit Excepted | 9                                      | 5                  | 5                                      | 5   | 6   | 6   | 6    | 6    | 6    | 6    | 5    | 6    | 6    | 4    | 6    | 6    | 7    | 6    |              |     |     |
|                        | South | D1S             | Hawkesbury and Ashley               | 1/4P 8am - 6pm                         | 1                  | 1                                      | 1   | 1   | 1   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    | 1            |     |     |
|                        |       |                 |                                     | 1/4P 9am - 5:30pm M-F 9am - 12pm S     | 1                  | 1                                      | 1   | 1   | 1   | 1    | 1    | 0    | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1   | Yes |
|                        |       | D2S             | Ashley and Central                  | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 3                  | 1                                      | 2   | 3   | 3   | 3    | 3    | 3    | 2    | 3    | 3    | 2    | 2    | 2    | 2    | 3    | 2    | 2            |     |     |
|                        |       |                 |                                     | Disability Parking                     | 1                  | 0                                      | 0   | 0   | 1   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1   |     |
|                        |       | D3S             | Central and Alfred                  | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 8                  | 2                                      | 3   | 4   | 4   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 6    | 6    | 4            |     |     |
|                        |       |                 |                                     | D4S                                    | Alfred and Park    | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 8   | 0   | 0   | 1    | 5    | 8    | 7    | 6    | 6    | 5    | 7    | 7    | 7    | 7    | 7    | 8            | 4   |     |
|                        |       |                 |                                     |                                        |                    | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 9   | 4   | 5   | 7    | 7    | 6    | 8    | 8    | 6    | 5    | 8    | 7    | 6    | 8    | 9    | 10           | 7   | Yes |
|                        |       |                 |                                     |                                        | <b>Total</b>       | 56                                     | 25  | 31  | 36  | 43   | 45   | 49   | 47   | 45   | 44   | 48   | 45   | 41   | 46   | 51   | 52   | 42           |     |     |
|                        |       |                 |                                     | Unoccupied                             | 31                 | 25                                     | 20  | 13  | 11  | 7    | 9    | 11   | 12   | 8    | 11   | 15   | 10   | 5    | 4    | 14   |      |              |     |     |
|                        |       |                 |                                     | Percentage Occupied                    | 45%                | 55%                                    | 64% | 77% | 80% | 88%  | 84%  | 80%  | 79%  | 86%  | 80%  | 73%  | 82%  | 91%  | 93%  | 75%  |      |              |     |     |

**TTM Data**

TTM Reference: [19SYD0164](#)  
 Location: [Westmead](#)  
 Date: [Wednesday, 16 October 2019](#)  
 Weather: [Fine](#)  
 Notes:

| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 424 | 299 | 337 | 357 | 364  | 395  | 399  | 379  | 386  | 377  | 349  | 296  | 290  | 283  | 258  | 211  |
|                     | <b>Unoccupied</b>          | 125 | 87  | 67  | 60  | 29   | 25   | 45   | 38   | 47   | 75   | 128  | 134  | 141  | 166  | 213  | 225  |
|                     | <b>Percentage Occupied</b> | 71% | 79% | 84% | 86% | 93%  | 94%  | 89%  | 91%  | 89%  | 82%  | 70%  | 68%  | 67%  | 61%  | 50%  | 47%  |



| Location                  | Side | Map Code | Between            | Restriction                                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|---------------------------|------|----------|--------------------|-----------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Alfred St<br>(Street "A") | East | A1E      | Queens and Railway | No Parking (Authorised Car Share Vehicles Excepted) | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    |   |   |
|                           |      |          |                    | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 20       | 11  | 12  | 12  | 13  | 17   | 18   | 16   | 15   | 14   | 11   | 9    | 11   | 11   | 9    | 10   |      |   |   |
|                           |      |          |                    | No Parking                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                           | West | A1W      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 21       | 14  | 14  | 15  | 17  | 19   | 20   | 17   | 19   | 18   | 19   | 15   | 13   | 13   | 12   | 10   | 14   |   |   |
|                           |      |          |                    | No Parking                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                           |      |          |                    | <b>Total</b>                                        | 42       | 25  | 26  | 27  | 30  | 36   | 38   | 33   | 37   | 33   | 33   | 26   | 22   | 24   | 23   | 20   | 25   |   |   |
|                           |      |          |                    | <b>Unoccupied</b>                                   | 17       | 16  | 15  | 12  | 6   | 4    | 9    | 5    | 9    | 9    | 16   | 20   | 18   | 19   | 22   | 17   |      |   |   |
|                           |      |          |                    | <b>Percentage Occupied</b>                          | 60%      | 62% | 64% | 71% | 86% | 90%  | 79%  | 88%  | 79%  | 79%  | 62%  | 52%  | 57%  | 55%  | 48%  | 60%  |      |   |   |

| Location                   | Side         | Map Code | Between            | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------|--------------|----------|--------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Ashley Ln<br>(Street "B")  | East         | B1E      | Railway and Queens | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                            | West         | B1W      | Railway and Queens | Loading Zone                          | 2        | 0   | 1   | 1   | 1   | 0    | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 2    | 1    | 2    | 2    | 2 |   |
|                            |              |          |                    | Disability Parking                    | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 0    | 1    | 0    | 0 |   |
|                            |              |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |              |          |                    | P5min 8:30am-6pm M-F 8:30am-12:30pm S | 2        | 2   | 2   | 2   | 1   | 1    | 2    | 1    | 2    | 2    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 0 | 2 |
|                            |              |          |                    | 1P 8:30am-6pm M-F 8:30am-12:30pm S    | 5        | 5   | 4   | 5   | 4   | 5    | 4    | 5    | 4    | 5    | 4    | 5    | 4    | 5    | 5    | 5    | 5    | 3 | 4 |
|                            |              |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |              |          |                    | Loading Zone                          | 1        | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |              |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |              |          |                    | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |              |          |                    | 1P 8:30am-6pm M-F 8:30am-12:30pm S    | 6        | 2   | 1   | 5   | 5   | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 4    | 5    | 5 | 2 |
|                            | <b>Total</b> |          |                    |                                       | 17       | 10  | 9   | 14  | 12  | 14   | 15   | 15   | 15   | 17   | 12   | 15   | 12   | 14   | 14   | 7    | 10   |   |   |
| <b>Unoccupied</b>          |              |          |                    |                                       | 7        | 8   | 3   | 5   | 3   | 2    | 2    | 2    | 0    | 5    | 2    | 5    | 3    | 3    | 10   | 7    |      |   |   |
| <b>Percentage Occupied</b> |              |          |                    |                                       | 59%      | 53% | 82% | 71% | 82% | 88%  | 88%  | 88%  | 100% | 71%  | 88%  | 71%  | 82%  | 82%  | 41%  | 59%  |      |   |   |

| Location                    | Side         | Map Code | Between            | Restriction                                         | Capacity | 600 | 700 | 800 | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|--------------|----------|--------------------|-----------------------------------------------------|----------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Central Ave<br>(Street "C") | East         | C1E      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 31       | 12  | 13  | 22  | 29   | 31   | 31   | 31   | 27   | 30   | 27   | 23   | 18   | 20   | 19   | 17   | 15   |
|                             |              |          |                    | No Parking (Authorised Car Share Vehicles Excepted) | 1        | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
|                             | West         | C1W      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 28       | 18  | 18  | 20  | 23   | 28   | 28   | 28   | 25   | 25   | 24   | 24   | 23   | 23   | 19   | 15   | 13   |
|                             | <b>Total</b> |          |                    |                                                     | 60       | 31  | 32  | 43  | 53   | 60   | 60   | 60   | 53   | 56   | 52   | 48   | 42   | 44   | 39   | 33   | 29   |
| <b>Unoccupied</b>           |              |          |                    |                                                     | 29       | 28  | 17  | 7   | 0    | 0    | 0    | 7    | 4    | 8    | 12   | 18   | 16   | 21   | 27   | 31   |      |
| <b>Percentage Occupied</b>  |              |          |                    |                                                     | 52%      | 53% | 72% | 88% | 100% | 100% | 100% | 88%  | 93%  | 87%  | 80%  | 70%  | 73%  | 65%  | 55%  | 48%  |      |

| Location                      | Side  | Map Code          | Between               | Restriction                         | Capacity            | 600                | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|-------------------------------|-------|-------------------|-----------------------|-------------------------------------|---------------------|--------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Hainsworth St<br>(Street "D") | North | D1N               | West of Hawkesbury    | Disability Parking                  | 3                   | 2                  | 3   | 3   | 2   | 3    | 3    | 3    | 3    | 1    | 2    | 2    | 3    | 3    | 3    | 3    | 3    |    |   |
|                               |       |                   |                       | Authorised Vehicles Only            | 2                   | 1                  | 0   | 0   | 1   | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 2    | 2    | 2    | 1    | 1    |    |   |
|                               |       |                   |                       | No Stopping                         | 0                   | 0                  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                               |       | D2N               | Hawkesbury and Bridge | No Stopping                         | 0                   | 0                  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                               |       |                   |                       | D3N                                 | Bridge and Park     | Disability Parking | 5   | 0   | 2   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 2    | 2    | 1    | 1    | 1  | 2 |
|                               |       |                   |                       |                                     |                     | Unrestricted       | 14  | 13  | 13  | 12   | 13   | 12   | 14   | 14   | 14   | 14   | 13   | 11   | 11   | 13   | 10   | 9  |   |
|                               | South | D1S               | West of Hawkesbury    | No Parking (Emergency Parking Only) | 5                   | 1                  | 1   | 3   | 4   | 4    | 4    | 3    | 4    | 3    | 3    | 4    | 4    | 4    | 4    | 1    | 3    | 4  |   |
|                               |       |                   |                       | No Stopping                         | 0                   | 0                  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                               |       |                   |                       | D2S                                 | Hawkesbury and Park | Loading Zone       | 2   | 1   | 1   | 1    | 0    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1  | 2 |
|                               |       | 2P 8am-6pm M-F    | 23                    |                                     |                     | 14                 | 20  | 23  | 23  | 23   | 21   | 20   | 22   | 22   | 22   | 23   | 21   | 19   | 20   | 21   | 21   | 17 |   |
|                               |       | <b>Total</b>      | 54                    |                                     |                     | 32                 | 40  | 47  | 48  | 49   | 50   | 48   | 51   | 47   | 50   | 45   | 43   | 43   | 43   | 42   | 41   | 38 |   |
|                               |       | <b>Unoccupied</b> |                       |                                     |                     |                    | 22  | 14  | 7   | 6    | 5    | 4    | 6    | 3    | 7    | 4    | 9    | 11   | 11   | 12   | 13   | 16 |   |
| <b>Percentage Occupied</b>    |       |                   |                       |                                     | 59%                 | 74%                | 87% | 89% | 91% | 93%  | 89%  | 94%  | 87%  | 93%  | 83%  | 80%  | 80%  | 78%  | 76%  | 70%  |      |    |   |

| Location                   | Side  | Map Code | Between               | Restriction                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |
|----------------------------|-------|----------|-----------------------|--------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|
| Queens Rd<br>(Street "E")  | North | E1N      | Hawkesbury and Park   | No Parking (Wedding and Funeral Vehicles Excepted)     | 1        | 0   | 0   | 1   | 1   | 0    | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 1    | 0    | 0    |    |    |
|                            |       |          |                       | 2P 8:30am-6pm M-F Permit Excepted                      | 23       | 7   | 18  | 20  | 20  | 20   | 20   | 18   | 22   | 21   | 20   | 18   | 19   | 20   | 20   | 18   | 14   |    |    |
|                            | South | E2S      | Hawkesbury and Ashley | 1/4P 8am-6pm                                           | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  |    |
|                            |       |          |                       | 1/4P 9am-5:30pm M-F 9am-12pm S                         | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  |    |
|                            |       |          |                       | Motorcycle Only                                        | 3        | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0  |    |
|                            |       |          |                       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 3        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1  | 2  |
|                            |       |          |                       | Disability Parking                                     | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 0  | 0  |
|                            |       | E3S      | Ashley and Central    | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 6        | 4   | 5   | 6   | 6   | 6    | 6    | 6    | 6    | 6    | 6    | 5    | 6    | 5    | 6    | 5    | 5    | 2  |    |
|                            |       |          |                       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 8        | 3   | 6   | 7   | 7   | 8    | 8    | 7    | 6    | 7    | 8    | 7    | 8    | 7    | 7    | 5    | 8    | 7  | 5  |
|                            |       |          |                       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 9        | 5   | 9   | 6   | 7   | 8    | 8    | 8    | 7    | 7    | 7    | 7    | 4    | 5    | 5    | 6    | 4    | 5  |    |
|                            |       | E4S      | Alfred and Park       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 9        | 5   | 9   | 6   | 7   | 8    | 8    | 8    | 8    | 7    | 7    | 7    | 4    | 5    | 5    | 6    | 4    | 5  |    |
|                            |       |          |                       | <b>Total</b>                                           | 56       | 24  | 43  | 45  | 46  | 48   | 47   | 44   | 46   | 47   | 45   | 41   | 41   | 41   | 41   | 41   | 45   | 37 | 30 |
| <b>Unoccupied</b>          |       |          |                       |                                                        | 32       | 13  | 11  | 10  | 8   | 9    | 12   | 10   | 9    | 11   | 15   | 15   | 15   | 11   | 19   | 26   |      |    |    |
| <b>Percentage Occupied</b> |       |          |                       |                                                        | 43%      | 77% | 80% | 82% | 86% | 84%  | 79%  | 82%  | 84%  | 80%  | 73%  | 73%  | 73%  | 80%  | 66%  | 54%  |      |    |    |

| Location                 | Side | Map Code | Between              | Restriction                | Capacity           | 600                                    | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |     |    |
|--------------------------|------|----------|----------------------|----------------------------|--------------------|----------------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|-----|----|
| Park Ave<br>(Street "F") | East | F1E      | Caroline and Railway | No Stopping                | 0                  | 0                                      | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |    |
|                          |      |          |                      | Unrestricted               | 48                 | 48                                     | 48  | 48  | 48  | 48   | 48   | 48   | 48   | 48   | 48   | 48   | 39   | 21   | 29   | 24   | 18   | 18  | 14 |
|                          |      |          |                      | Disability Parking         | 1                  | 0                                      | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0   | 0  |
|                          |      |          |                      | Unrestricted               | 26                 | 26                                     | 26  | 26  | 26  | 26   | 26   | 26   | 26   | 26   | 26   | 26   | 20   | 12   | 11   | 11   | 10   | 6   | 6  |
|                          |      |          |                      | Disability Parking         | 1                  | 0                                      | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0   | 0  |
|                          | West | F1W      | Caroline and Queens  | No Parking                 | 0                  | 0                                      | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |    |
|                          |      |          |                      | F2W                        | Queens and Railway | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 28  | 7   | 16  | 14   | 21   | 25   | 24   | 20   | 19   | 20   | 12   | 14   | 10   | 6    | 2    | 2   | 2  |
|                          |      |          |                      | <b>Total</b>               |                    |                                        | 104 | 81  | 91  | 90   | 97   | 101  | 100  | 96   | 95   | 96   | 73   | 49   | 51   | 41   | 31   | 26  | 22 |
|                          |      |          |                      | <b>Unoccupied</b>          |                    |                                        | 23  | 13  | 14  | 7    | 3    | 4    | 8    | 9    | 8    | 31   | 55   | 53   | 63   | 73   | 78   | 82  |    |
|                          |      |          |                      | <b>Percentage Occupied</b> |                    |                                        | 78% | 88% | 87% | 93%  | 97%  | 96%  | 92%  | 91%  | 92%  | 70%  | 47%  | 49%  | 39%  | 30%  | 25%  | 21% |    |

| Location                      | Side  | Map Code        | Between                                            | Restriction                                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|-------------------------------|-------|-----------------|----------------------------------------------------|----------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Railway Pde<br>(Street "G")   | North | G1N             | Hawkesbury and Ashley                              | 1/4P 8am-6pm M-F                                   | 2        | 1   | 1   | 2   | 0   | 1    | 2    | 1    | 1    | 2    | 2    | 1    | 2    | 1    | 2    | 0    | 1    |   |
|                               |       |                 |                                                    | Taxi Zone                                          | 2        | 1   | 1   | 1   | 0   | 2    | 2    | 1    | 2    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |   |
|                               |       |                 |                                                    | No Parking                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |   |
|                               |       |                 |                                                    | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0 |
|                               |       |                 |                                                    | 1/4P 8am-6pm M-F                                   | 3        | 1   | 2   | 1   | 2   | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 3 |
|                               |       | G2N             | Ashley and Central                                 | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 11       | 8   | 7   | 10  | 9   | 10   | 10   | 9    | 9    | 10   | 11   | 8    | 9    | 10   | 9    | 6    | 7    |   |
|                               |       | G3N             | Central and Alfred                                 | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 11       | 5   | 4   | 5   | 4   | 10   | 11   | 10   | 9    | 7    | 8    | 8    | 8    | 8    | 7    | 5    | 5    |   |
|                               | G4N   | Alfred and Park | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 10                                                 | 2        | 2   | 4   | 4   | 9   | 9    | 8    | 7    | 6    | 7    | 4    | 4    | 5    | 4    | 3    | 2    |      |   |
|                               | South | G1S             | Hawkesbury and Park                                | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                               |       |                 |                                                    | No Parking (Mail Vehicles Excepted)                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                               |       |                 |                                                    | No Parking                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                               |       |                 |                                                    | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                               |       |                 |                                                    | Disability Parking                                 | 2        | 1   | 1   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1 |
| Unrestricted Commuter Parking |       |                 |                                                    | 110                                                | 108      | 110 | 110 | 110 | 110 | 110  | 110  | 110  | 110  | 108  | 104  | 95   | 91   | 90   | 76   | 62   | 57   |   |
| <b>Total</b>                  |       |                 | 151                                                | 127                                                | 128      | 134 | 131 | 147 | 149 | 143  | 142  | 137  | 136  | 120  | 121  | 120  | 103  | 80   | 74   |      |      |   |
| <b>Unoccupied</b>             |       |                 | 24                                                 | 23                                                 | 17       | 20  | 4   | 2   | 8   | 9    | 14   | 15   | 31   | 30   | 31   | 48   | 71   | 77   |      |      |      |   |
| <b>Percentage Occupied</b>    |       |                 | 84%                                                | 85%                                                | 89%      | 87% | 97% | 99% | 95% | 94%  | 91%  | 90%  | 79%  | 80%  | 79%  | 68%  | 53%  | 49%  |      |      |      |   |

TTM Data

TTM Reference: 19SYD0164

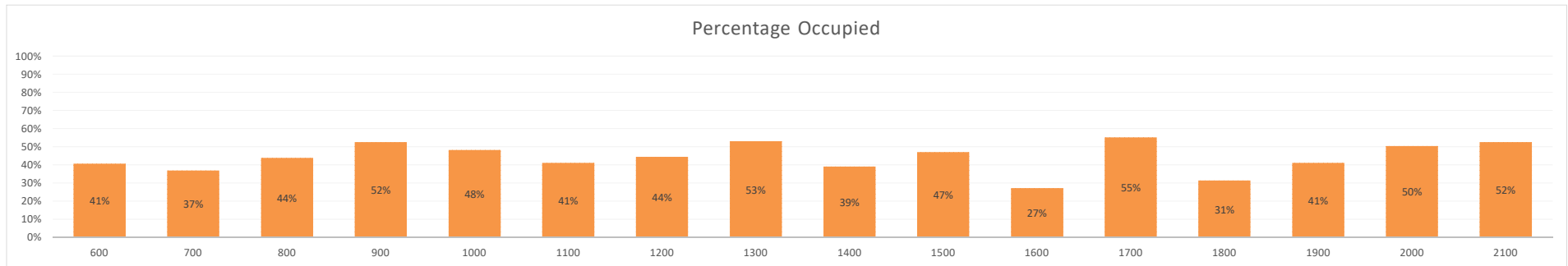
Location: Westmead

Date: Saturday, 19 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 424 | 187 | 249 | 282 | 321  | 344  | 354  | 339  | 341  | 330  | 307  | 297  | 295  | 312  | 302  | 277  |
|                     | Unoccupied          | 110 | 117 | 104 | 88  | 96   | 109  | 103  | 87   | 113  | 98   | 135  | 83   | 127  | 109  | 92   | 88   |
|                     | Percentage Occupied | 41% | 37% | 44% | 52% | 48%  | 41%  | 44%  | 53%  | 39%  | 47%  | 27%  | 55%  | 31%  | 41%  | 50%  | 52%  |



| Location               | Side | Map Code | Between            | Restriction                                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|------------------------|------|----------|--------------------|-----------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Alfred St (Street "A") | East | A1E      | Queens and Railway | No Parking (Authorised Car Share Vehicles Excepted) | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                        |      |          |                    | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 20       | 11  | 10  | 10  | 13  | 13   | 13   | 12   | 10   | 9    | 11   | 11   | 11   | 12   | 11   | 13   | 14   |   |
|                        |      |          |                    | No Parking                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                        | West | A1W      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 21       | 11  | 12  | 11  | 13  | 13   | 13   | 13   | 13   | 12   | 14   | 12   | 12   | 14   | 11   | 11   | 12   |   |
|                        |      |          |                    | No Parking                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                        |      |          |                    | Total                                               | 42       | 23  | 23  | 22  | 27  | 27   | 25   | 23   | 21   | 25   | 23   | 23   | 26   | 22   | 24   | 26   |      |   |
| Unoccupied             |      |          |                    |                                                     | 19       | 19  | 20  | 15  | 15  | 15   | 17   | 19   | 21   | 17   | 19   | 19   | 16   | 20   | 18   | 16   |      |   |
| Percentage Occupied    |      |          |                    |                                                     | 55%      | 55% | 52% | 64% | 64% | 64%  | 60%  | 55%  | 50%  | 60%  | 55%  | 55%  | 62%  | 52%  | 57%  | 62%  |      |   |

| Location               | Side | Map Code | Between            | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |    |
|------------------------|------|----------|--------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|----|
| Ashley Ln (Street "B") | West | B1W      | Railway and Queens | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |    |    |
|                        |      |          |                    | Loading Zone                          | 2        | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 2  |    |    |
|                        |      |          |                    | Disability Parking                    | 1        | 0   | 1   | 1   | 0   | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 0    | 1    | 1  |    |    |
|                        |      |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |
|                        |      |          |                    | P5min 8:30am-6pm M-F 8:30am-12:30pm S | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    | 2  | 2  |    |
|                        |      |          |                    | 1P 8:30am-6pm M-F 8:30am-12:30pm S    | 5        | 3   | 3   | 4   | 5   | 5    | 5    | 2    | 5    | 5    | 5    | 4    | 4    | 4    | 5    | 5    | 5    | 5  | 5  |    |
|                        |      |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |
|                        |      |          |                    | Loading Zone                          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |
|                        |      |          |                    | No Parking                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |
|                        |      |          |                    | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |
|                        |      |          |                    | 1P 8:30am-6pm M-F 8:30am-12:30pm S    | 6        | 1   | 5   | 4   | 3   | 4    | 5    | 4    | 4    | 5    | 6    | 6    | 5    | 6    | 6    | 5    | 6    | 2  | 5  | 4  |
|                        |      |          |                    | Total                                 | 17       | 6   | 11  | 11  | 10  | 13   | 14   | 9    | 12   | 13   | 14   | 12   | 13   | 14   | 12   | 11   | 14   | 10 | 15 | 14 |
|                        |      |          |                    | Unoccupied                            |          |     |     |     | 11  | 6    | 6    | 7    | 4    | 3    | 8    | 5    | 4    | 3    | 5    | 6    | 3    | 7  | 2  | 3  |
| Percentage Occupied    |      |          |                    |                                       | 35%      | 65% | 65% | 59% | 76% | 82%  | 53%  | 71%  | 76%  | 82%  | 71%  | 65%  | 82%  | 59%  | 88%  | 82%  |      |    |    |    |

| Location                    | Side | Map Code | Between            | Restriction                                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|------|----------|--------------------|-----------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Central Ave<br>(Street "C") | East | C1E      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 29       | 14  | 20  | 24  | 16  | 18   | 23   | 25   | 25   | 25   | 23   | 18   | 20   | 24   | 24   | 20   | 17   |
|                             |      |          |                    | No Parking (Authorised Car Share Vehicles Excepted) | 1        | 1   | 1   | 1   | 0   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 0    |
|                             | West | C1W      | Queens and Railway | 2P 8:30am-6pm M-F 8:30am-12:30pm S                  | 28       | 13  | 17  | 22  | 21  | 21   | 23   | 23   | 21   | 22   | 22   | 20   | 22   | 24   | 24   | 21   | 17   |
|                             |      |          |                    | <b>Total</b>                                        | 58       | 28  | 38  | 47  | 37  | 40   | 47   | 49   | 47   | 48   | 46   | 38   | 43   | 48   | 48   | 41   | 34   |
| <b>Unoccupied</b>           |      |          |                    |                                                     | 30       | 20  | 11  | 21  | 18  | 11   | 9    | 11   | 10   | 12   | 20   | 15   | 10   | 10   | 17   | 24   |      |
| <b>Percentage Occupied</b>  |      |          |                    |                                                     | 48%      | 66% | 81% | 64% | 69% | 81%  | 84%  | 81%  | 83%  | 79%  | 66%  | 74%  | 83%  | 83%  | 71%  | 59%  |      |

| Location                      | Side                       | Map Code | Between               | Restriction                         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|-------------------------------|----------------------------|----------|-----------------------|-------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Hainsworth St<br>(Street "D") | North                      | D1N      | West of Hawkesbury    | Disability Parking                  | 3        | 1   | 1   | 1   | 2   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |   |
|                               |                            |          |                       | Authorised Vehicles Only            | 2        | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1 |
|                               |                            |          |                       | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                               |                            | D2N      | Hawkesbury and Bridge | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                               |                            |          |                       | Disability Parking                  | 5        | 1   | 2   | 4   | 4   | 4    | 5    | 4    | 4    | 4    | 3    | 3    | 5    | 5    | 4    | 4    |      |   |
|                               |                            |          |                       | Unrestricted                        | 14       | 8   | 9   | 11  | 11  | 11   | 11   | 11   | 13   | 13   | 9    | 10   | 11   | 10   | 12   | 10   | 10   |   |
|                               | South                      | D1S      | West of Hawkesbury    | No Parking (Emergency Parking Only) | 5        | 4   | 4   | 5   | 5   | 5    | 5    | 5    | 4    | 4    | 4    | 4    | 4    | 5    | 4    | 4    |      |   |
|                               |                            |          |                       | No Stopping                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |   |
|                               |                            | D2S      | Hawkesbury and Park   | Loading Zone                        | 2        | 0   | 0   | 0   | 2   | 1    | 0    | 1    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    |      |   |
|                               |                            |          |                       | 2P 8am-6pm M-F                      | 23       | 10  | 17  | 21  | 21  | 21   | 21   | 23   | 23   | 23   | 22   | 18   | 19   | 20   | 22   | 20   |      |   |
|                               |                            |          |                       | <b>Total</b>                        | 54       | 24  | 33  | 42  | 45  | 46   | 45   | 48   | 48   | 49   | 44   | 39   | 41   | 46   | 49   | 44   |      |   |
|                               | <b>Unoccupied</b>          |          |                       |                                     |          | 30  | 21  | 12  | 9   | 8    | 9    | 6    | 6    | 5    | 10   | 15   | 13   | 8    | 5    | 10   |      |   |
|                               | <b>Percentage Occupied</b> |          |                       |                                     |          | 44% | 61% | 78% | 83% | 85%  | 83%  | 89%  | 89%  | 91%  | 81%  | 72%  | 76%  | 85%  | 91%  | 81%  | 80%  |   |

| Location                   | Side  | Map Code | Between               | Restriction                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|-----------------------|--------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Queens Rd<br>(Street "E")  | North | E1N      | Hawkesbury and Park   | No Parking (Wedding and Funeral Vehicles Excepted)     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            |       |          |                       | 2P 8:30am-6pm M-F Permit Excepted                      | 23       | 15  | 16  | 19  | 18  | 19   | 19   | 21   | 21   | 21   | 19   | 19   | 22   | 21   | 21   | 18   | 20   |
|                            | South | E2S      | Hawkesbury and Ashley | 1/4P 8am-6pm                                           | 1        | 1   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 1    | 1    |      |
|                            |       |          |                       | 1/4P 9am-5:30pm M-F 9am-12pm S                         | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |
|                            |       |          |                       | Motorcycle Only                                        | 3        | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |      |
|                            |       | E2S      | Ashley and Central    | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 3        | 2   | 3   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 2    | 2    | 3    | 2    |      |
|                            |       |          |                       | Disability Parking                                     | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    |      |
|                            |       |          |                       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 6        | 5   | 6   | 6   | 6   | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 3    |      |
|                            |       | E3S      | Central and Alfred    | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 8        | 3   | 3   | 7   | 7   | 7    | 7    | 6    | 7    | 7    | 7    | 7    | 5    | 7    | 7    | 4    |      |
|                            |       |          |                       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 9        | 4   | 5   | 3   | 7   | 7    | 7    | 7    | 5    | 5    | 7    | 8    | 7    | 7    | 7    | 9    |      |
|                            |       | E4S      | Alfred and Park       | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S Permit Excepted | 9        | 4   | 5   | 3   | 7   | 7    | 7    | 7    | 5    | 5    | 7    | 8    | 7    | 7    | 7    | 9    |      |
| <b>Total</b>               |       |          |                       |                                                        | 56       | 32  | 35  | 41  | 44  | 46   | 46   | 46   | 46   | 45   | 44   | 44   | 44   | 46   | 47   |      |      |
| <b>Unoccupied</b>          |       |          |                       |                                                        | 24       | 21  | 15  | 12  | 10  | 10   | 10   | 10   | 11   | 12   | 12   | 12   | 10   | 9    | 17   |      |      |
| <b>Percentage Occupied</b> |       |          |                       |                                                        | 57%      | 63% | 73% | 79% | 82% | 82%  | 82%  | 82%  | 82%  | 80%  | 79%  | 79%  | 79%  | 82%  | 84%  |      |      |

| Location                   | Side | Map Code          | Between              | Restriction                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|------|-------------------|----------------------|----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Park Ave<br>(Street "F")   | East | F1E               | Caroline and Railway | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            |      |                   |                      | Unrestricted                           | 48       | 15  | 35  | 41  | 44  | 46   | 46   | 44   | 43   | 38   | 27   | 30   | 32   | 35   | 36   | 26   |      |
|                            |      |                   |                      | Disability Parking                     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            |      |                   |                      | Unrestricted                           | 26       | 10  | 16  | 14  | 18  | 23   | 26   | 25   | 26   | 24   | 24   | 25   | 21   | 17   | 15   | 13   |      |
|                            |      |                   |                      | Disability Parking                     | 1        | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            |      |                   |                      | No Stopping                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            | West | F1W               | Caroline and Queens  | No Parking                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |      |
|                            |      |                   |                      | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 28       | 2   | 3   | 2   | 7   | 11   | 17   | 13   | 14   | 17   | 13   | 11   | 14   | 13   | 9    |      |      |
|                            |      | F2W               | Queens and Railway   | 2P 8:30am - 6pm M-F 8:30am - 12:30pm S | 28       | 2   | 3   | 2   | 7   | 11   | 17   | 13   | 14   | 17   | 13   | 11   | 14   | 13   | 9    |      |      |
|                            |      | <b>Total</b>      |                      |                                        |          |     | 104 | 27  | 54  | 57   | 69   | 81   | 90   | 82   | 83   | 76   | 68   | 68   | 64   |      |      |
|                            |      | <b>Unoccupied</b> |                      |                                        |          |     | 77  | 50  | 47  | 35   | 23   | 14   | 22   | 21   | 28   | 36   | 36   | 40   | 38   |      |      |
| <b>Percentage Occupied</b> |      |                   |                      |                                        | 26%      | 52% | 55% | 66% | 78% | 87%  | 79%  | 80%  | 73%  | 65%  | 65%  | 62%  |      |      |      |      |      |



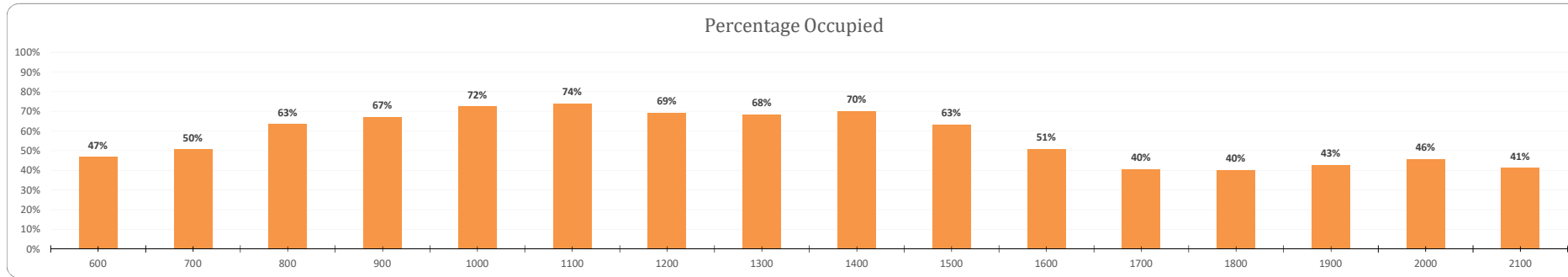
| Location                    | Side                       | Map Code        | Between                                            | Restriction                                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |
|-----------------------------|----------------------------|-----------------|----------------------------------------------------|----------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|
| Railway Pde<br>(Street "G") | North                      | G1N             | Hawkesbury and Ashley                              | 1/4P 8am-6pm M-F                                   | 2        | 0   | 0   | 2   | 1   | 2    | 2    | 1    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2    |   |   |   |
|                             |                            |                 |                                                    | Taxi Zone                                          | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0 | 1 |   |
|                             |                            |                 |                                                    | No Parking                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                             |                            |                 |                                                    | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                             |                            |                 |                                                    | 1/4P 8am-6pm M-F                                   | 3        | 3   | 3   | 1   | 1   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 2 | 2 | 3 |
|                             |                            | G2N             | Ashley and Central                                 | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 11       | 7   | 10  | 7   | 8   | 8    | 8    | 10   | 11   | 11   | 10   | 10   | 11   | 10   | 7    | 10   | 9    |   |   |   |
|                             |                            | G3N             | Central and Alfred                                 | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 11       | 1   | 5   | 7   | 5   | 4    | 3    | 5    | 7    | 8    | 6    | 5    | 7    | 8    | 8    | 7    | 6    |   |   |   |
|                             | G4N                        | Alfred and Park | 1P 8:30am-6pm M-F 8:30am-12:30pm S Permit Excepted | 10                                                 | 2        | 3   | 2   | 1   | 3   | 4    | 3    | 4    | 4    | 4    | 4    | 4    | 3    | 3    | 5    | 4    | 3    |   |   |   |
|                             | South                      | G1S             | Hawkesbury and Park                                | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                             |                            |                 |                                                    | No Parking (Mail Vehicles Excepted)                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                             |                            |                 |                                                    | No Parking                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                             |                            |                 |                                                    | No Stopping                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                             |                            |                 |                                                    | Disability Parking                                 | 2        | 0   | 0   | 0   | 2   | 2    | 2    | 2    | 2    | 2    | 1    | 0    | 2    | 2    | 2    | 1    | 1    | 0 |   |   |
|                             |                            |                 |                                                    | Unrestricted Commuter Parking                      | 110      | 62  | 72  | 90  | 108 | 110  | 111  | 106  | 101  | 97   | 88   | 85   | 84   | 86   | 85   | 81   | 80   |   |   |   |
|                             |                            |                 |                                                    | <b>Total</b>                                       | 151      | 75  | 93  | 109 | 126 | 131  | 132  | 129  | 129  | 126  | 112  | 111  | 112  | 114  | 110  | 107  | 104  |   |   |   |
|                             | <b>Unoccupied</b>          | 76              | 58                                                 | 42                                                 | 25       | 20  | 19  | 22  | 22  | 25   | 39   | 40   | 39   | 37   | 41   | 44   | 47   |      |      |      |      |   |   |   |
|                             | <b>Percentage Occupied</b> | 50%             | 62%                                                | 72%                                                | 83%      | 87% | 87% | 85% | 85% | 83%  | 74%  | 74%  | 74%  | 75%  | 73%  | 71%  | 69%  |      |      |      |      |   |   |   |

TTM Data

TTM Reference: 19SYD0001  
 Location: North Parramatta  
 Date: Thursday, 7 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 806      | 376 | 407 | 511 | 540 | 583  | 594  | 558  | 550  | 565  | 508  | 409  | 325  | 322  | 344  | 368  | 331  |
| Unoccupied          | 430      | 399 | 295 | 266 | 223 | 212  | 248  | 256  | 241  | 298  | 397  | 481  | 484  | 462  | 438  | 475  |      |
| Percentage Occupied | 47%      | 50% | 63% | 67% | 72% | 74%  | 69%  | 68%  | 70%  | 63%  | 51%  | 40%  | 40%  | 43%  | 46%  | 41%  |      |



| Location                   | Side  | Map Code | Between                 | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|-------|----------|-------------------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Albert St (Street "A")     | North | A1N      | West End & O'Connell St | 4P 8am-6pm M-F Permit Excepted             | 10       | 8   | 8   | 8   | 8   | 8    | 9    | 8    | 8    | 5    | 6    | 6    | 6    | 4    | 6    | 6    | 6    |              |  |
|                            |       | A2N      | O'Connell and Galloway  | No Parking                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       | A3N      | Galloway and Church     | No Parking (Clearway 6am-10am and 3pm-7pm) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            | South | A1S      | West End & O'Connell St | 4P 8am-6pm M-F Permit Excepted             | 13       | 6   | 6   | 6   | 5   | 6    | 6    | 5    | 6    | 7    | 5    | 4    | 6    | 6    | 6    | 6    | 6    | 6            |  |
|                            |       | A2S      | O'Connell and Trott     | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       | A3S      | Trott and Church        | No Parking (Clearway 6am-10am and 3pm-7pm) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Total</b>               |       |          |                         |                                            | 23       | 14  | 14  | 14  | 13  | 14   | 15   | 13   | 14   | 12   | 11   | 10   | 12   | 10   | 12   | 12   | 12   |              |  |
| <b>Unoccupied</b>          |       |          |                         |                                            | 9        | 9   | 9   | 10  | 9   | 8    | 10   | 9    | 11   | 12   | 13   | 11   | 13   | 11   | 11   | 11   | 11   |              |  |
| <b>Percentage Occupied</b> |       |          |                         |                                            | 61%      | 61% | 61% | 57% | 61% | 65%  | 57%  | 61%  | 52%  | 48%  | 43%  | 52%  | 43%  | 52%  | 52%  | 52%  | 52%  |              |  |

| Location                   | Side  | Map Code | Between              | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |
|----------------------------|-------|----------|----------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|
| Barney St (Street "B")     | North | B1N      | O'Connell and Church | Unrestricted                     | 2        | 1   | 2   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 0    | 0    | 0    | 0    |              |   |
|                            |       |          |                      | No Parking (3:30pm - 6:30pm M-F) | 4        | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |
|                            | South | B1S      | O'Connell and Church | Unrestricted                     | 8        | 0   | 1   | 4   | 4   | 6    | 6    | 5    | 6    | 7    | 6    | 3    | 2    | 2    | 0    | 1    | 0    | 0            |   |
|                            |       |          |                      | No Parking                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |
| <b>Total</b>               |       |          |                      |                                  | 14       | 1   | 4   | 5   | 6   | 8    | 8    | 7    | 8    | 10   | 8    | 4    | 3    | 2    | 0    | 1    | 0    |              |   |
| <b>Unoccupied</b>          |       |          |                      |                                  | 13       | 10  | 9   | 8   | 6   | 6    | 7    | 6    | 4    | 6    | 10   | 11   | 12   | 14   | 13   | 14   |      |              |   |
| <b>Percentage Occupied</b> |       |          |                      |                                  | 7%       | 29% | 36% | 43% | 57% | 57%  | 50%  | 57%  | 71%  | 57%  | 29%  | 21%  | 14%  | 0%   | 7%   | 0%   |      |              |   |

| Location                   | Side  | Map Code | Between              | Restriction  | Capacity | 600  | 700  | 800  | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |
|----------------------------|-------|----------|----------------------|--------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|
| Board St (Street "C")      | North | C1N      | O'Connell and Church | No Parking   | 0        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | Yes          |   |
|                            |       |          |                      | Unrestricted | 4        | 5    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 7    | 5    | 1    | 0    | 2    | 0    | 0    | 0            | 0 |
|                            | South | C1S      | O'Connell and Church | No Parking   | 0        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |
|                            |       |          |                      | Unrestricted | 5        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 1    | 0    | 1    | 1    | 1    | 0            | 0 |
| <b>Total</b>               |       |          |                      |              | 9        | 8    | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 11   | 10   | 6    | 1    | 1    | 3    | 1    | 0    |              |   |
| <b>Unoccupied</b>          |       |          |                      |              | 1        | -1   | -1   | -1   | -1   | -1   | -1   | -1   | -1   | -2   | -1   | 3    | 8    | 8    | 6    | 8    | 9    |              |   |
| <b>Percentage Occupied</b> |       |          |                      |              | 89%      | 111% | 111% | 111% | 111% | 111% | 111% | 111% | 111% | 122% | 111% | 67%  | 11%  | 11%  | 33%  | 11%  | 0%   |              |   |

| Location                   | Side | Map Code | Between                 | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|------|----------|-------------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Church St<br>(Street "D")  | East | D1E      | Factory and Cemetery    | Bus Lane                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |
|                            |      | D2E      | Restricted Parking Area | Disability Parking             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |
|                            | West | D1W      | Factory and Cemetery    | Bus Lane                       | 9        | 8   | 6   | 6   | 7   | 7    | 8    | 11   | 6    | 8    | 9    | 7    | 8    | 7    | 9    | 7    | 10   | 10           | Yes |
|                            |      |          |                         | Restricted Parking (Bays Only) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |
| <b>Total</b>               |      |          |                         |                                | 10       | 8   | 6   | 6   | 7   | 7    | 8    | 11   | 6    | 8    | 9    | 7    | 8    | 7    | 9    | 7    | 10   |              |     |
| <b>Unoccupied</b>          |      |          |                         |                                | 2        | 4   | 4   | 4   | 3   | 3    | 2    | -1   | 4    | 2    | 1    | 3    | 2    | 3    | 1    | 3    | 0    |              |     |
| <b>Percentage Occupied</b> |      |          |                         |                                | 80%      | 60% | 60% | 70% | 70% | 80%  | 110% | 60%  | 80%  | 90%  | 70%  | 80%  | 70%  | 90%  | 70%  | 100% |      |              |     |

| Location                   | Side  | Map Code | Between              | Restriction        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |  |
|----------------------------|-------|----------|----------------------|--------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|--|
| Dunlop St<br>(Street "E")  | North | E1N      | New and O'Connell    | Disability Parking | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |  |
|                            |       |          |                      | Unrestricted       | 11       | 4   | 4   | 9   | 9   | 9    | 9    | 9    | 9    | 8    | 8    | 6    | 6    | 4    | 4    | 4    | 4    | 4            | 4   |  |
|                            | South | E1S      | New and O'Connell    | Unrestricted       | 9        | 9   | 8   | 9   | 9   | 10   | 9    | 9    | 8    | 8    | 9    | 6    | 9    | 8    | 10   | 10   | 10   | 10           | Yes |  |
|                            |       |          |                      | Unrestricted       | 6        | 5   | 4   | 5   | 5   | 6    | 7    | 6    | 5    | 5    | 6    | 5    | 2    | 3    | 2    | 2    | 3    | 3            | Yes |  |
|                            |       | E2S      | O'Connell and Church | Unrestricted       | 12       | 8   | 10  | 11  | 10  | 10   | 11   | 10   | 9    | 10   | 10   | 8    | 7    | 6    | 6    | 6    | 6    | 5            | 5   |  |
|                            |       |          |                      | Unrestricted       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |  |
| <b>Total</b>               |       |          |                      |                    | 39       | 26  | 26  | 34  | 33  | 35   | 36   | 35   | 31   | 31   | 33   | 25   | 24   | 21   | 22   | 22   | 22   |              |     |  |
| <b>Unoccupied</b>          |       |          |                      |                    | 13       | 13  | 5   | 6   | 4   | 3    | 4    | 8    | 8    | 6    | 14   | 15   | 18   | 17   | 17   | 17   |      |              |     |  |
| <b>Percentage Occupied</b> |       |          |                      |                    | 67%      | 67% | 87% | 85% | 90% | 92%  | 90%  | 79%  | 79%  | 85%  | 64%  | 62%  | 54%  | 56%  | 56%  | 56%  |      |              |     |  |

| Location                   | Side  | Map Code | Between             | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |     |
|----------------------------|-------|----------|---------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|-----|
| Factory St<br>(Street "F") | North | F1N      | New and O'Connell   | Unrestricted | 10       | 8   | 8   | 9   | 9   | 9    | 9    | 9    | 9    | 9    | 9    | 7    | 5    | 6    | 7    | 6    | 5    |              |   |     |
|                            |       |          |                     | Unrestricted | 10       | 9   | 9   | 10  | 9   | 7    | 9    | 8    | 7    | 8    | 6    | 8    | 7    | 6    | 8    | 7    | 6    | 8            |   |     |
|                            |       | F3N      | Galloway and Church | Unrestricted | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |   |     |
|                            |       |          |                     | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
|                            |       | F4N      | Church and Castle   | Unrestricted | 10       | 6   | 8   | 8   | 8   | 8    | 7    | 6    | 6    | 6    | 8    | 7    | 6    | 10   | 10   | 11   | 10   | 8            | 8 | Yes |
|                            |       |          |                     | Bus Zone     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
|                            | South | F1S      | New and O'Connell   | Unrestricted | 10       | 9   | 6   | 10  | 9   | 11   | 9    | 10   | 9    | 10   | 10   | 10   | 9    | 8    | 8    | 8    | 6    | 7            | 7 | Yes |
|                            |       |          |                     | Unrestricted | 8        | 8   | 8   | 8   | 8   | 7    | 6    | 7    | 7    | 7    | 7    | 6    | 5    | 7    | 7    | 7    | 7    | 8            |   |     |
|                            |       | F3S      | Galloway and Church | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
|                            |       |          |                     | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
|                            |       | F4S      | Church and Castle   | Unrestricted | 11       | 7   | 9   | 9   | 9   | 9    | 10   | 8    | 8    | 7    | 9    | 9    | 8    | 10   | 10   | 9    | 9    | 8            |   |     |
|                            |       |          |                     | Bus Zone     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
| <b>Total</b>               |       |          |                     |              | 60       | 48  | 49  | 55  | 53  | 52   | 51   | 49   | 47   | 50   | 49   | 46   | 44   | 50   | 51   | 45   | 45   |              |   |     |
| <b>Unoccupied</b>          |       |          |                     |              | 12       | 11  | 5   | 7   | 8   | 9    | 11   | 13   | 10   | 11   | 14   | 16   | 10   | 9    | 15   | 15   |      |              |   |     |
| <b>Percentage Occupied</b> |       |          |                     |              | 80%      | 82% | 92% | 88% | 87% | 85%  | 82%  | 78%  | 83%  | 82%  | 77%  | 73%  | 83%  | 85%  | 75%  | 75%  |      |              |   |     |

| Location                   | Side  | Map Code | Between             | Restriction                     | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |  |
|----------------------------|-------|----------|---------------------|---------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|--|
| Fennell St<br>(Street "G") | North | G1N      | Fleet and Northcott | 4P 8am-6pm M-F Permit Excepted  | 8        | 7   | 7   | 8   | 9   | 9    | 10   | 10   | 9    | 7    | 9    | 7    | 4    | 2    | 2    | 2    | 2    | 2            | Yes |  |
|                            |       |          |                     | 4P 8am-6pm M-F Permit Excepted  | 5        | 4   | 3   | 4   | 5   | 5    | 5    | 5    | 3    | 5    | 3    | 3    | 3    | 3    | 2    | 2    | 2    | 2            |     |  |
|                            |       |          |                     | 10P 8am-6pm M-S Permit Excepted | 8        | 2   | 2   | 4   | 7   | 7    | 8    | 7    | 8    | 8    | 8    | 6    | 0    | 0    | 1    | 1    | 1    | 0            | 0   |  |
|                            |       |          |                     | 4P 8am-6pm M-S Permit Excepted  | 8        | 0   | 0   | 2   | 5   | 7    | 7    | 5    | 4    | 6    | 6    | 2    | 0    | 0    | 2    | 3    | 4    |              |     |  |
|                            |       |          |                     | 4P 8am-6pm M-S Permit Excepted  | 6        | 0   | 0   | 2   | 3   | 5    | 4    | 4    | 5    | 5    | 3    | 1    | 1    | 4    | 0    | 0    | 0    |              |     |  |
|                            | South | G1S      | Fleet and Northcott | 4P 8am-6pm M-F Permit Excepted  | 7        | 2   | 7   | 6   | 7   | 7    | 7    | 8    | 6    | 6    | 7    | 7    | 4    | 4    | 2    | 2    | 0    | 0            | Yes |  |
|                            |       |          |                     | 4P 8am-6pm M-F Permit Excepted  | 4        | 3   | 3   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 3    | 3    | 3    | 2    | 2    | 0    | 0            |     |  |
|                            |       | G3S      | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted | 2        | 0   | 1   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 0    | 0    | 0            |     |  |
|                            |       |          |                     | Disability Parking              | 1        | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0            | 0   |  |
|                            |       |          |                     | 10P 8am-6pm M-S Permit Excepted | 6        | 0   | 3   | 5   | 5   | 5    | 5    | 6    | 5    | 4    | 5    | 3    | 1    | 0    | 0    | 0    | 0    | 0            |     |  |
|                            |       | G4S      | Trott and Villiers  | 4P 8am-6pm M-S Permit Excepted  | 11       | 1   | 1   | 1   | 6   | 7    | 7    | 4    | 3    | 3    | 5    | 7    | 2    | 2    | 2    | 1    | 1    | 0            | 0   |  |
|                            |       |          |                     | 4P 8am-6pm M-S Permit Excepted  | 6        | 0   | 0   | 0   | 1   | 4    | 3    | 4    | 5    | 4    | 2    | 2    | 0    | 3    | 2    | 1    | 0    | 0            |     |  |
| <b>Total</b>               |       |          |                     |                                 | 72       | 19  | 27  | 39  | 55  | 63   | 60   | 59   | 57   | 55   | 61   | 41   | 18   | 18   | 18   | 14   | 8    |              |     |  |
| <b>Unoccupied</b>          |       |          |                     |                                 | 53       | 45  | 33  | 17  | 9   | 12   | 13   | 15   | 17   | 11   | 31   | 54   | 54   | 54   | 58   | 64   |      |              |     |  |
| <b>Percentage Occupied</b> |       |          |                     |                                 | 26%      | 38% | 54% | 76% | 88% | 83%  | 82%  | 79%  | 76%  | 85%  | 57%  | 25%  | 25%  | 25%  | 19%  | 11%  |      |              |     |  |

| Location                   | Side         | Map Code | Between              | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|--------------|----------|----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Fleet St (Street "H")      | East         | H1E      | Factory and Hospital | 4P 8am-6pm M-F Permit Excepted | 18       | 9   | 7   | 11  | 10  | 14   | 13   | 12   | 9    | 11   | 9    | 6    | 9    | 8    | 10   | 11   | 12   |              |  |
|                            |              | H2E      | Hospital and Fennell | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            | West         | H1W      | Factory and Hospital | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |              |          |                      | 4P 8am-6pm M-F Permit Excepted | 20       | 6   | 11  | 7   | 16  | 19   | 20   | 18   | 16   | 17   | 12   | 10   | 6    | 5    | 5    | 4    | 3    |              |  |
|                            |              | H2W      | Hospital and Fennell | 4P 8am-6pm M-F Permit Excepted | 27       | 5   | 9   | 21  | 25  | 26   | 25   | 26   | 24   | 25   | 22   | 15   | 8    | 4    | 3    | 4    | 4    |              |  |
|                            | <b>Total</b> |          |                      |                                |          | 65  | 20  | 27  | 39  | 51   | 59   | 58   | 56   | 49   | 53   | 43   | 31   | 23   | 17   | 18   | 19   | 19           |  |
| <b>Unoccupied</b>          |              |          |                      |                                | 45       | 38  | 26  | 14  | 6   | 7    | 9    | 16   | 12   | 22   | 34   | 42   | 48   | 47   | 46   | 46   |      |              |  |
| <b>Percentage Occupied</b> |              |          |                      |                                | 31%      | 42% | 60% | 78% | 91% | 89%  | 86%  | 75%  | 82%  | 66%  | 48%  | 35%  | 26%  | 28%  | 29%  | 29%  |      |              |  |

| Location                   | Side | Map Code | Between            | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|----------------------------|------|----------|--------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Galloway St (Street "I")   | East | I1E      | Factory and Albert | 4P 8am-6pm M-F Permit Excepted | 34       | 21  | 12  | 13  | 16  | 14   | 22   | 15   | 15   | 20   | 12   | 14   | 20   | 22   | 25   | 25   | 26   |              |
|                            |      |          |                    | 4P 8am-6pm M-F Permit Excepted | 37       | 26  | 22  | 23  | 27  | 23   | 17   | 18   | 17   | 15   | 20   | 25   | 24   | 27   | 27   | 26   | 28   |              |
|                            | West | I1W      | Factory and Albert | 4P 8am-6pm M-F Permit Excepted | 71       | 47  | 34  | 36  | 43  | 37   | 39   | 33   | 32   | 35   | 32   | 39   | 44   | 49   | 52   | 51   | 54   |              |
|                            |      |          |                    | 4P 8am-6pm M-F Permit Excepted | 24       | 37  | 35  | 28  | 34  | 32   | 38   | 39   | 36   | 39   | 32   | 27   | 22   | 19   | 20   | 17   |      |              |
| <b>Percentage Occupied</b> |      |          |                    |                                | 66%      | 48% | 51% | 61% | 52% | 55%  | 46%  | 45%  | 49%  | 45%  | 55%  | 62%  | 69%  | 73%  | 72%  | 76%  |      |              |

| Location                   | Side              | Map Code | Between             | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|-------------------|----------|---------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Grose St (Street "J")      | North             | J1N      | O'Connell and Trott | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |
|                            |                   |          |                     | 10P 8am-6pm M-S Permit Excepted           | 5        | 5   | 5   | 5   | 5   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 1    | 0    | 1            | 1   |
|                            |                   | J2N      | Trott and Villiers  | 4P 8am-6pm M-S Permit Excepted            | 9        | 1   | 4   | 8   | 5   | 7    | 8    | 7    | 8    | 7    | 5    | 6    | 0    | 2    | 1    | 5    | 1    |              |     |
|                            |                   |          |                     | Disability Parking                        | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | 0   |
|                            |                   | J3N      | Villiers and Church | 1P 8am-6pm M-S                            | 5        | 0   | 1   | 5   | 5   | 4    | 5    | 4    | 5    | 5    | 3    | 3    | 2    | 1    | 2    | 5    | 3    |              |     |
|                            |                   |          |                     | No Stopping (Taxis excepted for 1 minute) | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |
|                            | South             | J1S      | O'Connell and Trott | No Parking                                | 0        | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |
|                            |                   |          |                     | 4P 8am-6pm M-S Permit Excepted            | 4        | 4   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 2    | 2    | 1    | 0    | 1    | 1    | 2            |     |
|                            |                   | J2S      | Trott and Villiers  | 4P 8am-6pm M-S Permit Excepted            | 9        | 1   | 5   | 9   | 7   | 8    | 7    | 6    | 6    | 7    | 6    | 7    | 3    | 2    | 1    | 6    | 3    |              |     |
|                            |                   |          |                     | 1P 8am-6pm M-S                            | 4        | 1   | 1   | 4   | 4   | 1    | 3    | 2    | 4    | 2    | 2    | 3    | 0    | 3    | 4    | 2    | 0    |              |     |
|                            |                   | J3S      | Villiers and Church | Disability Parking                        | 2        | 0   | 0   | 0   | 1   | 2    | 2    | 1    | 2    | 0    | 2    | 0    | 0    | 0    | 2    | 2    | 1    |              |     |
|                            |                   |          |                     | 1P 8am-6pm M-S                            | 1        | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 2    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | Yes |
|                            | <b>Total</b>      |          |                     |                                           |          | 46  | 12  | 20  | 38  | 34   | 34   | 36   | 32   | 38   | 33   | 26   | 28   | 12   | 11   | 13   | 24   | 14           |     |
|                            | <b>Unoccupied</b> |          |                     |                                           |          | 34  | 26  | 8   | 12  | 12   | 10   | 14   | 8    | 13   | 20   | 18   | 34   | 35   | 33   | 22   | 32   |              |     |
| <b>Percentage Occupied</b> |                   |          |                     |                                           | 26%      | 43% | 83% | 74% | 74% | 78%  | 70%  | 83%  | 72%  | 57%  | 61%  | 26%  | 24%  | 28%  | 52%  | 30%  |      |              |     |

| Location                   | Side  | Map Code | Between             | Restriction                                                                              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|-------|----------|---------------------|------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Harold St (Street "K")     | North | K1N      | O'Connell and Trott | 2P 8am-6pm M-F Permit Excepted                                                           | 8        | 2   | 3   | 4   | 7   | 6    | 5    | 5    | 6    | 7    | 7    | 7    | 4    | 4    | 4    | 4    | 3    |              |  |
|                            |       |          |                     | 2P 8am-6pm M-F Permit Excepted                                                           | 1        | 1   | 1   | 0   | 0   | 1    | 1    | 0    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 1            |  |
|                            |       | K2N      | Trott and Villiers  | No Stopping                                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       |          |                     | No Parking 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted | 4        | 0   | 0   | 0   | 0   | 1    | 4    | 3    | 2    | 2    | 1    | 0    | 4    | 3    | 2    | 2    | 2    |              |  |
|                            |       |          |                     | 1/4P 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted       | 5        | 2   | 2   | 2   | 3   | 4    | 5    | 4    | 4    | 5    | 4    | 5    | 4    | 2    | 1    | 1    | 1    | 1            |  |
|                            | South | K1S      | O'Connell and Trott | Unrestricted                                                                             | 9        | 9   | 9   | 9   | 9   | 9    | 9    | 8    | 9    | 9    | 9    | 8    | 7    | 6    | 7    | 8    | 8    |              |  |
|                            |       |          |                     | 2P 8am-6pm M-F Permit Excepted                                                           | 1        | 1   | 1   | 1   | 0   | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |  |
|                            |       | K2S      | Trott and Villiers  | No Stopping                                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       |          |                     | No Parking 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted | 4        | 1   | 1   | 0   | 0   | 2    | 2    | 2    | 1    | 1    | 0    | 0    | 3    | 3    | 3    | 2    | 2    |              |  |
|                            |       |          |                     | 1/4P 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted       | 4        | 0   | 0   | 2   | 2   | 3    | 3    | 2    | 0    | 1    | 2    | 3    | 3    | 2    | 1    | 0    | 2    |              |  |
| <b>Total</b>               |       |          |                     |                                                                                          | 36       | 16  | 17  | 18  | 21  | 27   | 29   | 24   | 24   | 27   | 23   | 25   | 27   | 22   | 20   | 18   | 20   |              |  |
| <b>Unoccupied</b>          |       |          |                     |                                                                                          | 20       | 19  | 18  | 15  | 9   | 7    | 12   | 12   | 9    | 13   | 11   | 9    | 14   | 16   | 18   | 16   |      |              |  |
| <b>Percentage Occupied</b> |       |          |                     |                                                                                          | 44%      | 47% | 50% | 58% | 75% | 81%  | 67%  | 67%  | 75%  | 64%  | 69%  | 75%  | 61%  | 56%  | 50%  | 56%  |      |              |  |

| Location                   | Side         | Map Code | Between            | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |  |
|----------------------------|--------------|----------|--------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|--|
| New St<br>(Street "L")     | East         | L1E      | Dunlop and Factory | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |  |
|                            |              |          |                    | Unrestricted                              | 17       | 10  | 14  | 17  | 17  | 17   | 17   | 17   | 17   | 15   | 12   | 14   | 9    | 5    | 7    | 3    | 4    | 4            | 4 |  |
|                            | West         | L1W      | Dunlop and Factory | No Parking (Authorised Vehicles Excepted) | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                            |              |          |                    | Unrestricted                              | 17       | 12  | 13  | 15  | 15  | 15   | 14   | 15   | 14   | 15   | 9    | 7    | 4    | 3    | 1    | 2    | 2    | 2            |   |  |
|                            |              |          |                    | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                            | <b>Total</b> |          |                    |                                           |          | 36  | 22  | 27  | 32  | 32   | 32   | 31   | 32   | 29   | 27   | 23   | 16   | 9    | 10   | 4    | 6    | 6            |   |  |
| <b>Unoccupied</b>          |              |          |                    |                                           | 14       | 9   | 4   | 4   | 4   | 4    | 5    | 4    | 7    | 9    | 13   | 20   | 27   | 26   | 32   | 30   | 30   |              |   |  |
| <b>Percentage Occupied</b> |              |          |                    |                                           | 61%      | 75% | 89% | 89% | 89% | 86%  | 89%  | 81%  | 75%  | 64%  | 44%  | 25%  | 28%  | 11%  | 17%  | 17%  |      |              |   |  |

| Location                     | Side               | Map Code    | Between                                    | Restriction                                 | Capacity                                        | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |   |  |
|------------------------------|--------------------|-------------|--------------------------------------------|---------------------------------------------|-------------------------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|---|--|
| O'Connell St<br>(Street "M") | East               | M1E         | Board and Barney                           | Unrestricted                                | 20                                              | 10  | 9   | 13  | 15  | 17   | 16   | 14   | 18   | 18   | 11   | 8    | 2    | 2    | 1    | 1    | 1    |              |   |   |  |
|                              |                    |             |                                            | Unrestricted                                | 2                                               | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0            |   |   |  |
|                              |                    | M2E         | Barney and Dunlop                          | No Parking (Coaches excepted)               | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | No Stopping                                 | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | Unrestricted                                | 11                                              | 3   | 4   | 4   | 7   | 8    | 8    | 9    | 4    | 5    | 4    | 5    | 3    | 1    | 1    | 1    | 1    | 1            | 2 |   |  |
|                              |                    |             |                                            | Unrestricted                                | 1                                               | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1 |   |  |
|                              |                    | M3E         | Dunlop and Factory                         | Bus Zone                                    | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | Unrestricted                                | 12                                              | 9   | 12  | 11  | 11  | 12   | 11   | 12   | 12   | 12   | 12   | 12   | 12   | 8    | 7    | 8    | 11   | 11           |   |   |  |
|                              |                    |             |                                            | 4P 8am-6pm M-F Permit Excepted              | 19                                              | 11  | 8   | 6   | 11  | 11   | 10   | 8    | 6    | 6    | 5    | 6    | 9    | 8    | 12   | 14   | 14   |              |   |   |  |
|                              |                    |             |                                            | No Parking                                  | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M4E         | Factory and Albert                         | Bus Zone                                    | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | Bus Zone                                    | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M5E         | Albert and Harold                          | No Parking (Clearway 6am-10am 3pm-7pm M-F)  | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | No Parking                                  | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M6E         | Harold and Fennell                         | Bus Zone                                    | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | No Parking                                  | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M7E         | Fennell and Grose                          | No Parking (Clearway 6am-10am 3pm-7pm M-F)  | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M8E         | Grose and Ross                             | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | M9E         | Ross and Victoria                          | Bus Zone                                    | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    | West        | M1W                                        | Board and Barney                            | Unrestricted (Unofficial Perpendicular Parking) | 36  | 25  | 26  | 26  | 28   | 27   | 27   | 26   | 30   | 29   | 7    | 4    | 2    | 1    | 2    | 2    | 2            |   |   |  |
|                              |                    |             |                                            |                                             | Unrestricted (Unofficial Perpendicular Parking) | 5   | 0   | 0   | 0   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0            | 0 |   |  |
|                              |                    |             | M2W                                        | Barney and Dunlop                           | Authorised Vehicles Only                        | 4   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |                    |             |                                            |                                             | Unrestricted                                    | 12  | 2   | 5   | 8   | 11   | 12   | 12   | 12   | 11   | 11   | 7    | 6    | 3    | 1    | 2    | 2    | 1            |   |   |  |
|                              |                    |             | M3W                                        | Dunlop and Factory                          | Unrestricted                                    | 3   | 2   | 2   | 2   | 2    | 2    | 2    | 3    | 3    | 3    | 2    | 1    | 1    | 1    | 1    | 1    | 1            | 2 |   |  |
|                              |                    |             |                                            |                                             | Bus Zone                                        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              |                    |             | M4W                                        | Factory and Albert                          | Unrestricted                                    | 11  | 8   | 9   | 9   | 10   | 10   | 9    | 9    | 9    | 9    | 9    | 9    | 7    | 5    | 7    | 6    | 9            |   |   |  |
|                              |                    |             |                                            |                                             | Bus Zone                                        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              |                    |             |                                            |                                             | 4P 8am-6pm M-F Permit Excepted                  | 17  | 8   | 6   | 5   | 6    | 5    | 6    | 7    | 4    | 5    | 5    | 5    | 10   | 12   | 9    | 9    | 13           |   |   |  |
|                              |                    |             |                                            |                                             | Bus Zone                                        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              |                    |             | M5W                                        | Albert and Harold                           | 4P 8am-6pm M-F Permit Excepted                  | 2   | 0   | 1   | 1   | 1    | 1    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
| M6W                          | Harold and Fennell |             | No Parking (Clearway 6am-10am 3pm-7pm M-F) | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
|                              |                    |             | Bus Zone                                   | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
| M7W                          | Fennell and Grose  |             | No Parking                                 | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
| M8W                          | Grose and Ross     |             | No Parking (Clearway 6am-10am 3pm-7pm M-F) | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
|                              |                    |             | No Stopping                                | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
|                              |                    |             | Bus Zone                                   | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
| M9W                          | Ross and Victoria  | No Stopping | 0                                          | 0                                           | 0                                               | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |   |   |  |
| <b>Total</b>                 |                    |             |                                            |                                             | 155                                             | 79  | 83  | 86  | 104 | 108  | 105  | 102  | 99   | 103  | 66   | 59   | 48   | 41   | 44   | 48   | 56   |              |   |   |  |
| <b>Unoccupied</b>            |                    |             |                                            |                                             | 76                                              | 72  | 69  | 51  | 47  | 50   | 53   | 56   | 52   | 89   | 96   | 107  | 114  | 111  | 107  | 99   |      |              |   |   |  |
| <b>Percentage Occupied</b>   |                    |             |                                            |                                             | 51%                                             | 54% | 55% | 67% | 70% | 68%  | 66%  | 64%  | 66%  | 43%  | 38%  | 31%  | 26%  | 28%  | 31%  | 36%  |      |              |   |   |  |

| Location                   | Side                | Map Code       | Between             | Restriction                                                                  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |     |
|----------------------------|---------------------|----------------|---------------------|------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|-----|
| Ross St<br>(Street "N")    | North               | N1N            | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted                                              | 7        | 6   | 7   | 7   | 6   | 7    | 7    | 6    | 8    | 6    | 8    | 1    | 0    | 0    | 0    | 2    | 1    | Yes          |   |     |
|                            |                     | N2N            | Trott and Villiers  | No Parking 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S | 9        | 0   | 1   | 7   | 1   | 0    | 1    | 1    | 2    | 6    | 7    | 1    | 1    | 0    | 1    | 7    | 3    |              |   |     |
|                            |                     |                |                     | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |
|                            | North               | N3N            | Villiers and Church | 4P 8am-6pm M-S                                                               | 6        | 0   | 1   | 2   | 1   | 6    | 6    | 6    | 5    | 4    | 5    | 3    | 3    | 6    | 6    | 6    | 2    |              |   |     |
|                            |                     |                |                     | Disability Parking                                                           | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |   |     |
|                            |                     |                |                     | 4P 8am-6pm M-S                                                               | 5        | 0   | 0   | 4   | 0   | 5    | 4    | 3    | 5    | 4    | 1    | 2    | 4    | 5    | 6    | 6    | 5    | Yes          |   |     |
|                            | South               | N1S            | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted                                              | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 0    | 0    | 0    | 0    | 1    | 0            |   |     |
|                            |                     |                |                     | No Stopping                                                                  | 0        | 0   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | Yes |
|                            |                     |                |                     | 10P 8am-6pm M-S Permit Excepted                                              | 4        | 4   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 3    | 4    | 2    | 0    | 0    | 0    | 2    | 1            |   |     |
|                            |                     | N2S            | Trott and Villiers  | Bus Zone 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S   | 3        | 0   | 0   | 1   | 0   | 1    | 2    | 0    | 2    | 2    | 1    | 0    | 1    | 0    | 0    | 0    | 2    | 0            |   |     |
|                            |                     |                |                     | Bus Zone 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S   | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 3            | 1 |     |
|                            |                     |                |                     | No Parking 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S | 10       | 1   | 2   | 2   | 0   | 1    | 1    | 3    | 1    | 0    | 4    | 0    | 1    | 1    | 5    | 6    | 4    |              |   |     |
| N3S                        | Villiers and Church | No Stopping    | 0                   | 0                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |   |     |
|                            |                     | 4P 8am-6pm M-S | 11                  | 1                                                                            | 0        | 7   | 3   | 5   | 11  | 9    | 9    | 9    | 7    | 9    | 8    | 10   | 9    | 9    | 6    |      |      |              |   |     |
| <b>Total</b>               |                     |                |                     |                                                                              | 62       | 14  | 17  | 37  | 17  | 31   | 38   | 36   | 39   | 36   | 42   | 19   | 19   | 23   | 28   | 45   | 24   |              |   |     |
| <b>Unoccupied</b>          |                     |                |                     |                                                                              | 48       | 45  | 25  | 45  | 31  | 24   | 26   | 23   | 26   | 20   | 43   | 43   | 39   | 34   | 17   | 38   |      |              |   |     |
| <b>Percentage Occupied</b> |                     |                |                     |                                                                              | 23%      | 27% | 60% | 27% | 50% | 61%  | 58%  | 63%  | 58%  | 68%  | 31%  | 31%  | 37%  | 45%  | 73%  | 39%  |      |              |   |     |

| Location                   | Side              | Map Code          | Between                         | Restriction                                                                  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|-------------------|-------------------|---------------------------------|------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Trott St<br>(Street "O")   | East              | O1E               | Albert and Harold               | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |                   | O2E               | Harold and Fennell              | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |                   | O3E               | Fennell and Grose               | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |                   | O4E               | Grose and Ross                  | No Parking 8am-9:30am 2:30pm-4pm School Days, 2P 9:30am-2:30pm M-F 8am-6pm S | 11       | 5   | 4   | 8   | 3   | 7    | 5    | 2    | 1    | 6    | 9    | 0    | 1    | 2    | 2    | 2    | 2    | 0            |  |
|                            | West              | O1W               | Albert and Harold               | 2P 8am-6pm M-F Permit Excepted                                               | 3        | 3   | 2   | 2   | 1   | 1    | 0    | 1    | 1    | 2    | 1    | 3    | 3    | 3    | 3    | 1    | 3    |              |  |
|                            |                   |                   |                                 | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |                   |                   |                                 | 2P 8am-6pm M-F Permit Excepted                                               | 5        | 5   | 4   | 3   | 3   | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 3    | 2    | 3    | 2    | 3    | 5            |  |
|                            |                   | O2W               | Harold and Fennell              | 10P 8am-6pm M-S Permit Excepted                                              | 10       | 5   | 6   | 6   | 10  | 10   | 10   | 9    | 9    | 9    | 7    | 3    | 3    | 3    | 4    | 5    |      |              |  |
|                            | O3W               | Fennell and Grose | 10P 8am-6pm M-S Permit Excepted | 12                                                                           | 5        | 9   | 10  | 11  | 11  | 11   | 11   | 11   | 11   | 10   | 8    | 4    | 2    | 0    | 0    | 0    | 0    |              |  |
|                            | O4W               | Grose and Ross    | No Stopping                     | 0                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            | <b>Total</b>      |                   |                                 |                                                                              |          | 41  | 23  | 25  | 29  | 28   | 31   | 28   | 25   | 23   | 30   | 31   | 21   | 13   | 13   | 10   | 10   | 13           |  |
|                            | <b>Unoccupied</b> |                   |                                 |                                                                              |          | 18  | 16  | 12  | 13  | 10   | 13   | 16   | 18   | 11   | 10   | 20   | 28   | 28   | 31   | 31   | 28   |              |  |
| <b>Percentage Occupied</b> |                   |                   |                                 |                                                                              | 56%      | 61% | 71% | 68% | 76% | 68%  | 61%  | 56%  | 73%  | 76%  | 51%  | 32%  | 32%  | 24%  | 24%  | 32%  |      |              |  |

| Location                    | Side  | Map Code     | Between                | Restriction                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|-----------------------------|-------|--------------|------------------------|---------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Victoria Rd<br>(Street "P") | North | P1N          | O'Connell and Villiers | No Stopping                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |  |
|                             |       | P2N          | Villiers and Church    | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                             | South | P1S          | O'Connell and Marist   | No Parking (Clearway 6am-10am 3pm-7pm M-F)  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                             |       | P2S          | Ross and Victoria      | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                             |       | <b>Total</b> |                        |                                             |          |     | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Unoccupied</b>           |       |              |                        |                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |  |
| <b>Percentage Occupied</b>  |       |              |                        |                                             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%           |  |



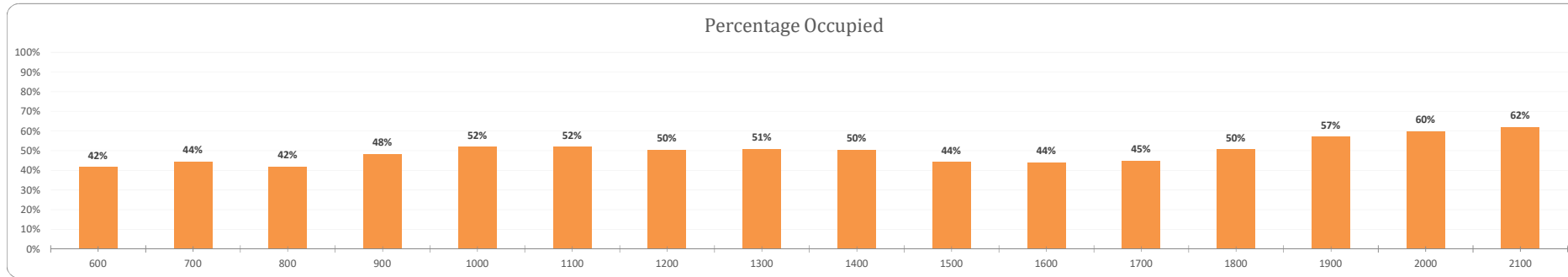
| Location                    | Side | Map Code     | Between            | Restriction                                                             | Capacity | 600    | 700    | 800    | 900    | 1000   | 1100   | 1200   | 1300   | 1400   | 1500   | 1600   | 1700   | 1800   | 1900   | 2000   | 2100   | Illegal Park |
|-----------------------------|------|--------------|--------------------|-------------------------------------------------------------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------------|
| Villiers St<br>(Street "Q") | East | Q1E          | Harold and Fennell | 10P 8am-6pm M-S Permit Excepted                                         | 11       | 1      | 1      | 0      | 3      | 4      | 4      | 4      | 5      | 6      | 4      | 3      | 1      | 1      | 1      | 3      | 3      |              |
|                             |      | Q2E          | Fennell and Grose  | 4P 8am-6pm M-S Permit Excepted                                          | 8        | 1      | 1      | 7      | 7      | 5      | 6      | 3      | 5      | 8      | 7      | 6      | 3      | 3      | 4      | 4      | 1      |              |
|                             |      | Q3E          | Grose and Ross     | 4P 8am-6pm M-S Permit Excepted                                          | 8        | 6      | 5      | 7      | 7      | 6      | 7      | 8      | 8      | 8      | 7      | 6      | 2      | 3      | 8      | 9      | 7      | Yes          |
|                             |      | Q4E          | Ross and Victoria  | No Stopping<br>No Stopping (Taxis excepted for 1 minute)                | 0<br>2   | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0       |
|                             | West | Q1W          | Harold and Fennell | 4P 8am-6pm M-S Permit Excepted                                          | 12       | 7      | 5      | 1      | 4      | 3      | 4      | 3      | 4      | 2      | 4      | 2      | 7      | 8      | 9      | 9      | 7      |              |
|                             |      | Q2W          | Fennell and Grose  | 4P 8am-6pm M-S Permit Excepted                                          | 9        | 1      | 1      | 5      | 6      | 7      | 7      | 4      | 7      | 7      | 4      | 5      | 1      | 2      | 3      | 5      | 1      |              |
|                             |      | Q3W          | Grose and Ross     | 5min 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm<br>4pm-8pm M-F | 8        | 2      | 5      | 6      | 1      | 5      | 6      | 7      | 7      | 6      | 7      | 6      | 5      | 6      | 7      | 7      | 4      |              |
|                             |      | Q4W          | Ross and Victoria  | 4P 8am-6pm M-S Permit Excepted                                          | 8        | 1      | 3      | 7      | 5      | 5      | 8      | 5      | 8      | 7      | 7      | 4      | 1      | 4      | 8      | 8      | 5      |              |
|                             |      |              |                    | No Stopping (Taxis excepted for 1 minute)                               | 1        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 1      | 0      | 0      | 0      | 0      | 0      | 0            |
|                             |      | <b>Total</b> |                    |                                                                         |          |        | 67     | 19     | 21     | 33     | 33     | 35     | 42     | 34     | 44     | 44     | 41     | 32     | 20     | 27     | 40     | 45           |
| <b>Unoccupied</b>           |      |              |                    |                                                                         | 48       | 46     | 34     | 34     | 32     | 25     | 33     | 23     | 23     | 26     | 35     | 47     | 40     | 27     | 22     | 39     |        |              |
| <b>Percentage Occupied</b>  |      |              |                    |                                                                         | 28%      | 31%    | 49%    | 49%    | 52%    | 63%    | 51%    | 66%    | 66%    | 61%    | 48%    | 30%    | 40%    | 60%    | 67%    | 42%    |        |              |

TTM Data

TTM Reference: 19SYD0001  
 Location: North Parramatta  
 Date: Saturday, 9 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 806      | 335 | 356 | 338 | 389 | 417  | 418  | 405  | 410  | 406  | 355  | 352  | 360  | 407  | 459  | 483  | 498  |
| Unoccupied          | 471      | 450 | 468 | 417 | 389 | 388  | 401  | 396  | 400  | 451  | 454  | 446  | 399  | 347  | 323  | 308  |      |
| Percentage Occupied | 42%      | 44% | 42% | 48% | 52% | 52%  | 50%  | 51%  | 50%  | 44%  | 44%  | 45%  | 50%  | 57%  | 60%  | 62%  |      |



| Location                   | Side  | Map Code | Between                 | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|-------|----------|-------------------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Albert St (Street "A")     | North | A1N      | West End & O'Connell St | 4P 8am-6pm M-F Permit Excepted             | 10       | 7   | 6   | 7   | 6   | 6    | 6    | 6    | 6    | 7    | 7    | 7    | 7    | 7    | 6    | 6    | 6    |              |  |
|                            |       | A2N      | O'Connell and Galloway  | No Parking                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       | A3N      | Galloway and Church     | No Parking (Clearway 6am-10am and 3pm-7pm) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            | South | A1S      | West End & O'Connell St | 4P 8am-6pm M-F Permit Excepted             | 13       | 6   | 6   | 6   | 6   | 6    | 5    | 5    | 7    | 7    | 7    | 7    | 6    | 6    | 5    | 5    | 5    |              |  |
|                            |       | A2S      | O'Connell and Trott     | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       | A3S      | Trott and Church        | No Parking (Clearway 6am-10am and 3pm-7pm) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Total</b>               |       |          |                         |                                            | 23       | 13  | 12  | 13  | 12  | 12   | 11   | 11   | 13   | 14   | 14   | 14   | 13   | 13   | 11   | 11   | 11   |              |  |
| <b>Unoccupied</b>          |       |          |                         |                                            | 10       | 11  | 10  | 11  | 11  | 12   | 12   | 10   | 9    | 9    | 9    | 10   | 10   | 12   | 12   | 12   |      |              |  |
| <b>Percentage Occupied</b> |       |          |                         |                                            | 57%      | 52% | 57% | 52% | 52% | 48%  | 48%  | 57%  | 61%  | 61%  | 61%  | 57%  | 57%  | 48%  | 48%  | 48%  |      |              |  |

| Location                   | Side  | Map Code | Between              | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |
|----------------------------|-------|----------|----------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|
| Barney St (Street "B")     | North | B1N      | O'Connell and Church | Unrestricted                     | 2        | 1   | 1   | 2   | 1   | 1    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |   |
|                            |       |          |                      | No Parking (3:30pm - 6:30pm M-F) | 4        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |
|                            | South | B1S      | O'Connell and Church | Unrestricted                     | 8        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |
|                            |       |          |                      | No Parking                       | 0        | 2   | 2   | 2   | 2   | 1    | 2    | 0    | 1    | 1    | 2    | 3    | 1    | 1    | 1    | 1    | 1    | 1            | 1 |
| <b>Total</b>               |       |          |                      |                                  | 14       | 3   | 3   | 4   | 3   | 2    | 5    | 1    | 1    | 1    | 2    | 3    | 1    | 1    | 1    | 1    | 1    |              |   |
| <b>Unoccupied</b>          |       |          |                      |                                  | 11       | 11  | 10  | 11  | 12  | 9    | 13   | 13   | 13   | 12   | 11   | 13   | 13   | 13   | 13   | 13   | 13   | 13           |   |
| <b>Percentage Occupied</b> |       |          |                      |                                  | 21%      | 21% | 29% | 21% | 14% | 36%  | 7%   | 7%   | 7%   | 14%  | 21%  | 7%   | 7%   | 7%   | 7%   | 7%   | 7%   |              |   |

| Location                   | Side  | Map Code | Between              | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|----------------------------|-------|----------|----------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Board St (Street "C")      | North | C1N      | O'Connell and Church | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |  |
|                            |       |          |                      | Unrestricted | 4        | 1   | 3   | 3   | 3   | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            | South | C1S      | O'Connell and Church | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                            |       |          |                      | Unrestricted | 5        | 1   | 2   | 1   | 1   | 2    | 1    | 2    | 2    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Total</b>               |       |          |                      |              | 9        | 2   | 5   | 4   | 4   | 5    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    |              |  |
| <b>Unoccupied</b>          |       |          |                      |              | 7        | 4   | 5   | 5   | 4   | 7    | 7    | 7    | 8    | 8    | 8    | 8    | 9    | 9    | 9    | 9    |      |              |  |
| <b>Percentage Occupied</b> |       |          |                      |              | 22%      | 56% | 44% | 44% | 56% | 22%  | 22%  | 22%  | 11%  | 11%  | 11%  | 11%  | 0%   | 0%   | 0%   | 0%   |      |              |  |

| Location                   | Side | Map Code | Between                 | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|----------------------------|------|----------|-------------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Church St<br>(Street "D")  | East | D1E      | Factory and Cemetery    | Bus Lane                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |
|                            |      |          |                         | Disability Parking             | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |
|                            |      | D2E      | Restricted Parking Area | Restricted Parking (Bays Only) | 9        | 6   | 6   | 7   | 6   | 6    | 8    | 7    | 7    | 8    | 9    | 8    | 7    | 8    | 6    | 8    | 9    |              |
|                            | West | D1W      | Factory and Cemetery    | Bus Lane                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |
| <b>Total</b>               |      |          |                         |                                | 10       | 7   | 7   | 8   | 7   | 7    | 9    | 8    | 8    | 9    | 10   | 9    | 8    | 9    | 7    | 9    | 10   |              |
| <b>Unoccupied</b>          |      |          |                         |                                | 3        | 3   | 2   | 3   | 3   | 1    | 2    | 2    | 1    | 0    | 1    | 2    | 1    | 3    | 1    | 0    |      |              |
| <b>Percentage Occupied</b> |      |          |                         |                                | 70%      | 70% | 80% | 70% | 70% | 90%  | 80%  | 80%  | 90%  | 100% | 90%  | 80%  | 90%  | 70%  | 90%  | 100% |      |              |

| Location                   | Side  | Map Code     | Between              | Restriction        | Capacity             | 600          | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |
|----------------------------|-------|--------------|----------------------|--------------------|----------------------|--------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|
| Dunlop St<br>(Street "E")  | North | E1N          | New and O'Connell    | Disability Parking | 1                    | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |    |
|                            |       |              |                      | Unrestricted       | 11                   | 6            | 6   | 5   | 4   | 6    | 5    | 5    | 4    | 4    | 3    | 3    | 3    | 4    | 4    | 4    | 4    | 4            |    |
|                            |       | E2N          | O'Connell and Church | Unrestricted       | 9                    | 6            | 8   | 9   | 9   | 9    | 4    | 5    | 6    | 5    | 4    | 5    | 5    | 5    | 4    | 4    | 4    | 6            |    |
|                            | South | E1S          | New and O'Connell    | Unrestricted       | 6                    | 4            | 4   | 3   | 3   | 3    | 3    | 2    | 3    | 2    | 2    | 3    | 4    | 4    | 4    | 5    | 5    | 5            |    |
|                            |       |              |                      | E2S                | O'Connell and Church | Unrestricted | 12  | 8   | 9   | 8    | 8    | 8    | 8    | 7    | 6    | 7    | 6    | 6    | 6    | 6    | 5    | 5            | 7  |
|                            |       | <b>Total</b> |                      |                    |                      |              | 39  | 24  | 27  | 25   | 24   | 26   | 20   | 19   | 19   | 18   | 15   | 17   | 18   | 19   | 18   | 18           | 22 |
| <b>Unoccupied</b>          |       |              |                      |                    | 15                   | 12           | 14  | 15  | 13  | 19   | 20   | 20   | 21   | 24   | 22   | 21   | 20   | 21   | 21   | 21   | 17   |              |    |
| <b>Percentage Occupied</b> |       |              |                      |                    | 62%                  | 69%          | 64% | 62% | 67% | 51%  | 49%  | 49%  | 46%  | 38%  | 44%  | 46%  | 49%  | 46%  | 46%  | 46%  | 56%  |              |    |

| Location                   | Side                       | Map Code | Between             | Restriction       | Capacity               | 600          | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |  |
|----------------------------|----------------------------|----------|---------------------|-------------------|------------------------|--------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|--|
| Factory St<br>(Street "F") | North                      | F1N      | New and O'Connell   | Unrestricted      | 10                     | 4            | 4   | 4   | 4   | 5    | 4    | 7    | 6    | 3    | 7    | 6    | 9    | 7    | 7    | 6    | 6    |              |    |  |
|                            |                            |          |                     | F2N               | O'Connell and Galloway | Unrestricted | 10  | 8   | 8   | 7    | 6    | 7    | 5    | 4    | 8    | 5    | 5    | 4    | 7    | 8    | 8    | 9            |    |  |
|                            |                            | F3N      | Galloway and Church | Unrestricted      | 1                      | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1            |    |  |
|                            |                            |          |                     | No Stopping       | 0                      | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |  |
|                            |                            |          |                     | F4N               | Church and Castle      | Unrestricted | 10  | 6   | 6   | 5    | 4    | 4    | 8    | 6    | 7    | 6    | 5    | 5    | 8    | 10   | 10   | 10           | 10 |  |
|                            |                            | South    | F1S                 | New and O'Connell | Unrestricted           | 10           | 6   | 6   | 6   | 5    | 6    | 5    | 7    | 5    | 6    | 3    | 5    | 8    | 8    | 6    | 5    | 8            |    |  |
|                            | F2S                        |          |                     |                   | O'Connell and Galloway | Unrestricted | 8   | 6   | 7   | 6    | 6    | 7    | 5    | 2    | 5    | 7    | 7    | 6    | 6    | 6    | 6    | 6            | 6  |  |
|                            | F3S                        |          | Galloway and Church | No Stopping       | 0                      | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |  |
|                            |                            |          |                     | No Parking        | 0                      | 0            | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |  |
|                            |                            |          |                     | F4S               | Church and Castle      | Unrestricted | 11  | 8   | 7   | 4    | 4    | 5    | 6    | 7    | 8    | 6    | 7    | 8    | 8    | 9    | 11   | 10           | 10 |  |
|                            | <b>Total</b>               |          |                     |                   |                        | 60           | 38  | 38  | 32  | 29   | 34   | 33   | 34   | 39   | 31   | 34   | 37   | 44   | 48   | 49   | 46   | 50           |    |  |
|                            | <b>Unoccupied</b>          |          |                     |                   |                        | 22           | 22  | 28  | 31  | 26   | 27   | 26   | 21   | 29   | 26   | 23   | 16   | 12   | 11   | 14   | 10   |              |    |  |
|                            | <b>Percentage Occupied</b> |          |                     |                   |                        | 63%          | 63% | 53% | 48% | 57%  | 55%  | 57%  | 65%  | 52%  | 57%  | 62%  | 73%  | 80%  | 82%  | 77%  | 83%  |              |    |  |

| Location                   | Side  | Map Code     | Between             | Restriction                     | Capacity                | 600                             | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |  |
|----------------------------|-------|--------------|---------------------|---------------------------------|-------------------------|---------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|--|
| Fennell St<br>(Street "G") | North | G1N          | Fleet and Northcott | 4P 8am-6pm M-F Permit Excepted  | 8                       | 3                               | 5   | 1   | 7   | 7    | 8    | 5    | 8    | 2    | 1    | 1    | 1    | 4    | 6    | 8    | 8    |              |    |  |
|                            |       |              |                     | G2N                             | Northcott and O'Connell | 4P 8am-6pm M-F Permit Excepted  | 5   | 3   | 2   | 2    | 4    | 4    | 4    | 4    | 3    | 1    | 2    | 2    | 3    | 4    | 4    | 4            | 4  |  |
|                            |       |              |                     | G3N                             | O'Connell and Trott     | 10P 8am-6pm M-S Permit Excepted | 8   | 1   | 1   | 1    | 1    | 1    | 2    | 2    | 2    | 3    | 2    | 2    | 2    | 4    | 5    | 6            | 5  |  |
|                            |       |              |                     | G4N                             | Trott and Villiers      | 4P 8am-6pm M-S Permit Excepted  | 8   | 2   | 2   | 2    | 1    | 1    | 3    | 5    | 5    | 5    | 4    | 3    | 2    | 3    | 2    | 2            | 4  |  |
|                            |       |              |                     | G5N                             | Villiers and Church     | 4P 8am-6pm M-S Permit Excepted  | 6   | 0   | 0   | 0    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 3    | 4            | 0  |  |
|                            | South | G1S          | Fleet and Northcott | 4P 8am-6pm M-F Permit Excepted  | 7                       | 7                               | 7   | 4   | 7   | 6    | 5    | 6    | 3    | 3    | 4    | 5    | 4    | 5    | 7    | 7    | 5    |              |    |  |
|                            |       |              |                     | G2S                             | Northcott and O'Connell | 4P 8am-6pm M-F Permit Excepted  | 4   | 3   | 3   | 1    | 3    | 3    | 2    | 3    | 1    | 1    | 0    | 1    | 4    | 4    | 4    | 4            | 4  |  |
|                            |       | G3S          | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted | 2                       | 0                               | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2            |    |  |
|                            |       |              |                     | Disability Parking              | 1                       | 0                               | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |  |
|                            |       |              |                     | 10P 8am-6pm M-S Permit Excepted | 6                       | 0                               | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 4    | 4    | 3            |    |  |
|                            |       | G4S          | Trott and Villiers  | 4P 8am-6pm M-S Permit Excepted  | 11                      | 3                               | 3   | 3   | 2   | 2    | 5    | 5    | 6    | 5    | 2    | 2    | 2    | 3    | 4    | 4    | 4    | 3            |    |  |
|                            |       | G5S          | Villiers and Church | 4P 8am-6pm M-S Permit Excepted  | 6                       | 0                               | 0   | 0   | 1   | 2    | 0    | 2    | 1    | 3    | 1    | 0    | 1    | 1    | 0    | 1    | 1    | 2            |    |  |
|                            |       | <b>Total</b> |                     |                                 |                         |                                 | 72  | 22  | 23  | 14   | 27   | 27   | 30   | 32   | 30   | 24   | 16   | 17   | 19   | 28   | 39   | 46           | 40 |  |
| <b>Unoccupied</b>          |       |              |                     |                                 | 50                      | 49                              | 58  | 45  | 45  | 42   | 40   | 42   | 48   | 56   | 55   | 53   | 44   | 33   | 26   | 32   |      |              |    |  |
| <b>Percentage Occupied</b> |       |              |                     |                                 | 31%                     | 32%                             | 19% | 38% | 38% | 42%  | 44%  | 42%  | 33%  | 22%  | 24%  | 26%  | 39%  | 54%  | 64%  | 56%  |      |              |    |  |

| Location                   | Side         | Map Code | Between              | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |
|----------------------------|--------------|----------|----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|
| Fleet St<br>(Street "H")   | East         | H1E      | Factory and Hospital | 4P 8am-6pm M-F Permit Excepted | 18       | 7   | 8   | 8   | 6   | 6    | 4    | 5    | 6    | 5    | 6    | 7    | 8    | 11   | 9    | 12   | 13   |              |   |
|                            |              | H2E      | Hospital and Fennell | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |
|                            | West         | H1W      | Factory and Hospital | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |
|                            |              |          |                      | 4P 8am-6pm M-F Permit Excepted | 20       | 8   | 9   | 10  | 11  | 9    | 7    | 6    | 5    | 4    | 3    | 5    | 4    | 5    | 5    | 5    | 5    | 5            | 5 |
|                            |              | H2W      | Hospital and Fennell | 4P 8am-6pm M-F Permit Excepted | 27       | 5   | 5   | 6   | 7   | 14   | 8    | 7    | 5    | 4    | 3    | 4    | 4    | 4    | 4    | 4    | 7    | 7            |   |
|                            | <b>Total</b> |          |                      |                                |          | 65  | 20  | 22  | 24  | 24   | 29   | 19   | 18   | 16   | 13   | 12   | 16   | 16   | 20   | 18   | 24   | 25           |   |
| <b>Unoccupied</b>          |              |          |                      |                                | 45       | 43  | 41  | 41  | 36  | 46   | 47   | 49   | 52   | 53   | 49   | 49   | 45   | 47   | 41   | 40   |      |              |   |
| <b>Percentage Occupied</b> |              |          |                      |                                | 31%      | 34% | 37% | 37% | 45% | 29%  | 28%  | 25%  | 20%  | 18%  | 25%  | 25%  | 31%  | 28%  | 37%  | 38%  |      |              |   |

| Location                   | Side | Map Code | Between            | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|----------------------------|------|----------|--------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Galloway St (Street "I")   | East | I1E      | Factory and Albert | 4P 8am-6pm M-F Permit Excepted | 34       | 27  | 28  | 30  | 25  | 25   | 23   | 25   | 26   | 26   | 21   | 27   | 33   | 31   | 32   | 31   | 32   |              |
|                            | West | I1W      | Factory and Albert | 4P 8am-6pm M-F Permit Excepted | 37       | 25  | 27  | 18  | 21  | 21   | 23   | 23   | 25   | 26   | 30   | 29   | 29   | 25   | 26   | 27   | 31   |              |
|                            |      |          |                    | <b>Total</b>                   | 71       | 52  | 55  | 48  | 46  | 46   | 46   | 48   | 51   | 52   | 51   | 56   | 62   | 56   | 58   | 58   | 63   |              |
|                            |      |          |                    | <b>Unoccupied</b>              | 19       | 16  | 23  | 25  | 25  | 25   | 23   | 20   | 19   | 20   | 15   | 9    | 15   | 13   | 13   | 8    |      |              |
| <b>Percentage Occupied</b> |      |          |                    |                                | 73%      | 77% | 68% | 65% | 65% | 65%  | 68%  | 72%  | 73%  | 72%  | 79%  | 87%  | 79%  | 82%  | 82%  | 89%  |      |              |

| Location                   | Side             | Map Code | Between             | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|------------------|----------|---------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Grose St<br>(Street "J")   | North            | J1N      | O'Connell and Trott | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |
|                            |                  |          |                     | 10P 8am-6pm M-S Permit Excepted           | 5        | 0   | 2   | 4   | 4   | 5    | 4    | 4    | 4    | 5    | 4    | 1    | 4    | 5    | 5    | 5    | 6    | Yes          |     |
|                            |                  | J2N      | Trott and Villiers  | 4P 8am-6pm M-S Permit Excepted            | 9        | 0   | 0   | 0   | 1   | 2    | 6    | 3    | 2    | 2    | 0    | 1    | 3    | 5    | 8    | 8    | 8    |              |     |
|                            |                  |          |                     | Disability Parking                        | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0            | 0   |
|                            |                  | J3N      | Villiers and Church | 1P 8am-6pm M-S                            | 5        | 4   | 4   | 3   | 5   | 4    | 5    | 3    | 5    | 3    | 4    | 1    | 3    | 2    | 5    | 4    | 4    |              |     |
|                            |                  |          |                     | No Stopping (Taxis excepted for 1 minute) | 3        | 0   | 0   | 0   | 1   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0            |     |
|                            | South            | J1S      | O'Connell and Trott | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |
|                            |                  |          |                     | 4P 8am-6pm M-S Permit Excepted            | 4        | 2   | 2   | 2   | 3   | 4    | 4    | 3    | 3    | 2    | 4    | 2    | 3    | 4    | 4    | 4    | 4    | 4            |     |
|                            |                  | J3S      | Villiers and Church | 4P 8am-6pm M-S Permit Excepted            | 9        | 0   | 0   | 1   | 4   | 5    | 6    | 3    | 6    | 3    | 3    | 2    | 3    | 3    | 9    | 10   | 10   | Yes          |     |
|                            |                  |          |                     | 1P 8am-6pm M-S                            | 4        | 3   | 3   | 4   | 4   | 4    | 4    | 2    | 2    | 3    | 1    | 0    | 1    | 2    | 4    | 4    | 4    |              |     |
|                            |                  |          |                     | Disability Parking                        | 2        | 0   | 0   | 0   | 1   | 1    | 2    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |     |
|                            |                  |          |                     | 1P 8am-6pm M-S                            | 1        | 1   | 1   | 2   | 1   | 2    | 2    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 2    | 1    | 2            | Yes |
|                            | 1/4P 8am-6pm M-S | 1        | 1                   | 0                                         | 0        | 1   | 1   | 1   | 1   | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |              |     |
|                            | Mail Zone        | 1        | 0                   | 0                                         | 0        | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |      |              |     |
| <b>Total</b>               |                  |          |                     |                                           | 46       | 11  | 12  | 16  | 25  | 29   | 35   | 20   | 24   | 19   | 19   | 10   | 20   | 25   | 41   | 38   | 40   |              |     |
| <b>Unoccupied</b>          |                  |          |                     |                                           | 35       | 34  | 30  | 21  | 17  | 11   | 26   | 22   | 27   | 27   | 36   | 26   | 21   | 5    | 8    | 6    |      |              |     |
| <b>Percentage Occupied</b> |                  |          |                     |                                           | 24%      | 26% | 35% | 54% | 63% | 76%  | 43%  | 52%  | 41%  | 41%  | 22%  | 43%  | 54%  | 89%  | 83%  | 87%  |      |              |     |

| Location                   | Side  | Map Code | Between             | Restriction                                                                              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |
|----------------------------|-------|----------|---------------------|------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|
| Harold St<br>(Street "K")  | North | K1N      | O'Connell and Trott | 2P 8am-6pm M-F Permit Excepted                                                           | 8        | 4   | 3   | 4   | 3   | 3    | 5    | 5    | 6    | 6    | 5    | 5    | 8    | 7    | 6    | 6    | 6    |              |     |     |
|                            |       |          |                     | 2P 8am-6pm M-F Permit Excepted                                                           | 1        | 1   | 1   | 1   | 1   | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1   |     |
|                            |       | K2N      | Trott and Villiers  | No Stopping                                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |
|                            |       |          |                     | No Parking 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted | 4        | 1   | 0   | 3   | 3   | 3    | 0    | 0    | 0    | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 1   |     |
|                            |       |          |                     | 1/4P 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted       | 5        | 1   | 4   | 3   | 3   | 5    | 6    | 6    | 5    | 3    | 4    | 4    | 0    | 4    | 3    | 4    | 4    | 2            | Yes |     |
|                            | South | K1S      | O'Connell and Trott | Unrestricted                                                                             | 9        | 8   | 7   | 6   | 6   | 6    | 7    | 7    | 7    | 7    | 7    | 7    | 8    | 8    | 7    | 7    | 8    |              |     |     |
|                            |       |          |                     | 2P 8am-6pm M-F Permit Excepted                                                           | 1        | 1   | 1   | 1   | 0   | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1            |     |     |
|                            |       | K2S      | Trott and Villiers  | No Stopping                                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | Yes |
|                            |       |          |                     | No Parking 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted | 4        | 1   | 1   | 1   | 2   | 3    | 1    | 2    | 3    | 3    | 3    | 3    | 1    | 1    | 1    | 1    | 1    | 1            | 1   |     |
|                            |       |          |                     | 1/4P 8:30am-9:30am 2:30pm-3:30pm School Days, 4P 9:30am-2:30pm M-F Permit Excepted       | 4        | 1   | 1   | 2   | 2   | 3    | 3    | 4    | 4    | 3    | 3    | 3    | 2    | 2    | 3    | 3    | 3    | 2            |     |     |
| <b>Total</b>               |       |          |                     |                                                                                          | 36       | 18  | 18  | 21  | 20  | 25   | 23   | 26   | 27   | 27   | 27   | 26   | 23   | 26   | 24   | 24   | 22   |              |     |     |
| <b>Unoccupied</b>          |       |          |                     |                                                                                          | 18       | 18  | 15  | 16  | 11  | 13   | 10   | 9    | 9    | 9    | 10   | 13   | 10   | 12   | 12   | 14   |      |              |     |     |
| <b>Percentage Occupied</b> |       |          |                     |                                                                                          | 50%      | 50% | 58% | 56% | 69% | 64%  | 72%  | 75%  | 75%  | 75%  | 72%  | 64%  | 72%  | 67%  | 67%  | 61%  |      |              |     |     |

| Location                   | Side         | Map Code | Between            | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |  |
|----------------------------|--------------|----------|--------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|--|
| New St<br>(Street "L")     | East         | L1E      | Dunlop and Factory | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |  |
|                            |              |          |                    | Unrestricted                              | 17       | 4   | 5   | 4   | 3   | 2    | 3    | 3    | 3    | 2    | 3    | 3    | 3    | 6    | 6    | 7    | 7    |              |   |  |
|                            | West         | L1W      | Dunlop and Factory | No Parking (Authorised Vehicles Excepted) | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                            |              |          |                    | Unrestricted                              | 17       | 3   | 3   | 4   | 2   | 3    | 5    | 3    | 3    | 2    | 2    | 3    | 3    | 4    | 3    | 4    | 3    |              |   |  |
|                            |              |          |                    | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |  |
|                            | <b>Total</b> |          |                    |                                           |          | 36  | 7   | 8   | 8   | 5    | 5    | 8    | 6    | 6    | 4    | 5    | 5    | 6    | 9    | 9    | 11   | 10           |   |  |
| <b>Unoccupied</b>          |              |          |                    |                                           | 29       | 28  | 28  | 31  | 31  | 28   | 30   | 30   | 32   | 31   | 31   | 30   | 27   | 27   | 25   | 26   |      |              |   |  |
| <b>Percentage Occupied</b> |              |          |                    |                                           |          | 19% | 22% | 22% | 14% | 14%  | 22%  | 17%  | 17%  | 11%  | 14%  | 14%  | 17%  | 25%  | 25%  | 31%  | 28%  |              |   |  |

| Location                     | Side              | Map Code                                    | Between            | Restriction                                     | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |   |     |
|------------------------------|-------------------|---------------------------------------------|--------------------|-------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|---|-----|
| O'Connell St<br>(Street "M") | East              | M1E                                         | Board and Barney   | Unrestricted                                    | 20       | 1   | 3   | 3   | 3   | 3    | 5    | 3    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |    |   |     |
|                              |                   |                                             |                    | No Parking                                      | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M2E                                         | Barney and Dunlop  | No Parking (Coaches excepted)                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Unrestricted                                    | 11       | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 2    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M3E                                         | Dunlop and Factory | Unrestricted                                    | 1        | 1   | 1   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 1    | 1    | 0    | 1    | 1    | 1            | 1  | 1 | Yes |
|                              |                   |                                             |                    | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Unrestricted                                    | 12       | 6   | 6   | 7   | 6   | 6    | 8    | 8    | 8    | 7    | 8    | 6    | 8    | 11   | 10   | 10   | 10   | 10           | 10 |   |     |
|                              |                   | M4E                                         | Factory and Albert | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | 4P 8am-6pm M-F Permit Excepted                  | 19       | 14  | 15  | 11  | 9   | 8    | 8    | 7    | 5    | 8    | 8    | 10   | 10   | 11   | 14   | 13   | 15   |              |    |   |     |
|                              |                   |                                             |                    | No Parking                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M5E                                         | Albert and Harold  | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Parking (Clearway 6am-10am 3pm-7pm M-F)      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M6E                                         | Harold and Fennell | No Parking                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M7E                                         | Fennel and Grose   | No Parking (Clearway 6am-10am 3pm-7pm M-F)      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping (Clearway 6am-10am 3pm-7pm M-F)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M8E                                         | Grose and Ross     | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping (Clearway 6am-10am 3pm-7pm M-F)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M9E                                         | Ross and Victoria  | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping (Clearway 6am-10am 3pm-7pm M-F)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M1W                                         | Board and Barney   | Unrestricted (Unofficial Perpendicular Parking) | 36       | 0   | 1   | 4   | 4   | 5    | 5    | 4    | 3    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Unrestricted (Unofficial Perpendicular Parking) | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M2W                                         | Barney and Dunlop  | Authorised Vehicles Only                        | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Unrestricted                                    | 12       | 0   | 1   | 1   | 1   | 1    | 2    | 1    | 1    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M3W                                         | Dunlop and Factory | Unrestricted                                    | 3        | 2   | 2   | 3   | 3   | 3    | 3    | 2    | 2    | 2    | 1    | 2    | 3    | 3    | 3    | 3    | 3    | 3            | 3  |   |     |
|                              |                   |                                             |                    | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M4W                                         | Factory and Albert | Unrestricted                                    | 11       | 11  | 9   | 8   | 6   | 7    | 9    | 6    | 7    | 9    | 8    | 7    | 9    | 8    | 9    | 8    | 9    | 8            | 8  |   |     |
|                              |                   |                                             |                    | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | 4P 8am-6pm M-F Permit Excepted                  | 17       | 12  | 9   | 8   | 7   | 6    | 10   | 8    | 6    | 8    | 6    | 9    | 12   | 11   | 12   | 12   | 12   | 10           |    |   |     |
|                              |                   | M5W                                         | Albert and Harold  | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | 4P 8am-6pm M-F Permit Excepted                  | 2        | 0   | 2   | 2   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 2    | 2            |    |   |     |
|                              |                   | M6W                                         | Harold and Fennell | No Parking (Clearway 6am-10am 3pm-7pm M-F)      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M7W                                         | Fennel and Grose   | No Parking (Clearway 6am-10am 3pm-7pm M-F)      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   | M8W                                         | Grose and Ross     | Bus Zone                                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
|                              |                   |                                             |                    | No Stopping                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |     |
| M9W                          | Ross and Victoria | Bus Zone                                    | 0                  | 0                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |     |
|                              |                   | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0                  | 0                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |     |
| <b>Total</b>                 |                   |                                             |                    |                                                 | 155      | 79  | 83  | 86  | 104 | 108  | 105  | 102  | 99   | 103  | 66   | 59   | 48   | 41   | 44   | 48   | 56   |              |    |   |     |
| <b>Unoccupied</b>            |                   |                                             |                    |                                                 | 76       | 72  | 69  | 51  | 47  | 50   | 53   | 56   | 52   | 89   | 96   | 107  | 114  | 111  | 107  | 99   |      |              |    |   |     |
| <b>Percentage Occupied</b>   |                   |                                             |                    |                                                 |          | 51% | 54% | 55% | 67% | 70%  | 68%  | 66%  | 64%  | 66%  | 43%  | 38%  | 31%  | 26%  | 28%  | 31%  | 36%  |              |    |   |     |

| Location                   | Side              | Map Code            | Between             | Restriction                                                                                 | Capacity    | 600         | 700         | 800         | 900         | 1000        | 1100        | 1200        | 1300        | 1400        | 1500        | 1600        | 1700        | 1800        | 1900        | 2000        | 2100        | Illegal Park |        |        |     |
|----------------------------|-------------------|---------------------|---------------------|---------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------|--------|-----|
| Ross St<br>(Street "N")    | North             | N1N                 | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted                                                             | 7           | 2           | 2           | 1           | 1           | 2           | 5           | 5           | 4           | 5           | 5           | 5           | 8           | 7           | 8           | 8           | 8           | Yes          |        |        |     |
|                            |                   | N2N                 | Trott and Villiers  | No Parking 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S<br>No Stopping | 9<br>0      | 0<br>0      | 0<br>0      | 1<br>0      | 2<br>0      | 1<br>0      | 1<br>0      | 0<br>0      | 0<br>0      | 0<br>0      | 5<br>0      | 4<br>0      | 2<br>0      | 1<br>0      | 6<br>0      | 8<br>0      | 8<br>0      | 8<br>0       |        |        |     |
|                            |                   | N3N                 | Villiers and Church | 4P 8am-6pm M-S<br>Disability Parking<br>4P 8am-6pm M-S                                      | 6<br>1<br>5 | 0<br>0<br>4 | 0<br>0<br>5 | 0<br>0<br>4 | 3<br>0<br>2 | 4<br>0<br>4 | 4<br>0<br>5 | 4<br>0<br>5 | 5<br>0<br>4 | 3<br>0<br>4 | 3<br>0<br>4 | 4<br>0<br>5 | 4<br>0<br>5 | 4<br>0<br>4 | 6<br>1<br>4 | 5<br>1<br>4 | 5<br>0<br>6 | 5<br>0<br>6  | Yes    |        |     |
|                            | South             | N1S                 | O'Connell and Trott | 10P 8am-6pm M-S Permit Excepted                                                             | 2           | 0           | 1           | 0           | 0           | 1           | 0           | 1           | 0           | 4           | 0           | 0           | 1           | 2           | 2           | 2           | 2           | 2            | 2      | Yes    |     |
|                            |                   |                     |                     | No Stopping                                                                                 | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 1           | 1            | 1      | 2      | Yes |
|                            |                   |                     |                     | 10P 8am-6pm M-S Permit Excepted                                                             | 4           | 0           | 1           | 0           | 0           | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 4           | 4           | 4           | 4            | 4      | 4      |     |
|                            |                   | N2S                 | Trott and Villiers  | Bus Zone 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S                  | 3           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 2           | 3           | 3           | 2           | 3           | 3            | 3      |        |     |
|                            |                   |                     |                     | Bus Zone 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S                  | 4           | 0           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 1           | 3           | 3           | 4           | 4           | 4            | 4      | 4      |     |
|                            |                   |                     |                     | No Parking 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm M-F 8am-6pm S<br>No Stopping | 10<br>0     | 0<br>0      | 1<br>0      | 0<br>0      | 1<br>0      | 0<br>0      | 0<br>0      | 0<br>0      | 0<br>0      | 2<br>0      | 4<br>0      | 7<br>0      | 5<br>0      | 4<br>0      | 3<br>0      | 9<br>0      | 9<br>0      | 9<br>0       | 9<br>0 | 9<br>0 |     |
|                            | N3S               | Villiers and Church | 4P 8am-6pm M-S      | 11                                                                                          | 1           | 2           | 1           | 4           | 3           | 8           | 7           | 4           | 6           | 7           | 4           | 5           | 10          | 10          | 12          | 10          | 10          | Yes          |        |        |     |
|                            | <b>Total</b>      |                     |                     |                                                                                             |             | 62          | 8           | 12          | 7           | 14          | 16          | 24          | 29          | 20          | 32          | 35          | 36          | 37          | 56          | 61          | 62          | 62           |        |        |     |
|                            | <b>Unoccupied</b> |                     |                     |                                                                                             |             | 54          | 50          | 55          | 48          | 46          | 38          | 33          | 42          | 30          | 27          | 26          | 25          | 6           | 1           | 0           | 0           | 0            |        |        |     |
| <b>Percentage Occupied</b> |                   |                     |                     |                                                                                             | 13%         | 19%         | 11%         | 23%         | 26%         | 39%         | 47%         | 32%         | 52%         | 56%         | 58%         | 60%         | 90%         | 98%         | 100%        | 100%        |             |              |        |        |     |

| Location                   | Side | Map Code | Between            | Restriction                                                                  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |     |
|----------------------------|------|----------|--------------------|------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|-----|
| Trott St<br>(Street "O")   | East | O1E      | Albert and Harold  | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |
|                            |      | O2E      | Harold and Fennell | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |
|                            |      | O3E      | Fennell and Grose  | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |
|                            |      | O4E      | Grose and Ross     | No Parking 8am-9:30am 2:30pm-4pm School Days, 2P 9:30am-2:30pm M-F 8am-6pm S | 11       | 3   | 2   | 1   | 2   | 3    | 2    | 4    | 2    | 1    | 1    | 2    | 3    | 6    | 9    | 9    | 9    | 9            |   |     |
|                            | West | O1W      | Albert and Harold  | 2P 8am-6pm M-F Permit Excepted                                               | 3        | 3   | 3   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3            |   |     |
|                            |      |          |                    | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |
|                            |      |          |                    | 2P 8am-6pm M-F Permit Excepted                                               | 5        | 4   | 4   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 4    | 4    | 3    | 4    | 3    | 3            | 2 |     |
|                            |      | O2W      | Harold and Fennell | 10P 8am-6pm M-S Permit Excepted                                              | 10       | 4   | 4   | 4   | 5   | 4    | 6    | 6    | 5    | 4    | 5    | 4    | 3    | 4    | 3    | 4    | 5    | 6            |   |     |
|                            |      | O3W      | Fennell and Grose  | 10P 8am-6pm M-S Permit Excepted                                              | 12       | 0   | 0   | 0   | 0   | 2    | 2    | 1    | 2    | 3    | 1    | 1    | 0    | 1    | 6    | 11   | 11   |              |   |     |
|                            |      | O4W      | Grose and Ross     | No Stopping                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | Yes |
| <b>Total</b>               |      |          |                    |                                                                              | 41       | 14  | 13  | 10  | 12  | 14   | 15   | 16   | 15   | 15   | 14   | 12   | 18   | 26   | 31   | 31   |      |              |   |     |
| <b>Unoccupied</b>          |      |          |                    |                                                                              | 27       | 28  | 31  | 29  | 27  | 26   | 25   | 26   | 26   | 27   | 29   | 23   | 15   | 10   | 10   |      |      |              |   |     |
| <b>Percentage Occupied</b> |      |          |                    |                                                                              | 34%      | 32% | 24% | 29% | 34% | 37%  | 39%  | 37%  | 37%  | 37%  | 34%  | 29%  | 44%  | 63%  | 76%  | 76%  |      |              |   |     |

| Location                    | Side  | Map Code | Between                | Restriction                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|-----------------------------|-------|----------|------------------------|---------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Victoria Rd<br>(Street "P") | North | P1N      | O'Connell and Villiers | No Stopping                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |  |
|                             |       | P2N      | Villiers and Church    | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                             | South | P1S      | O'Connell and Marist   | No Parking (Clearway 6am-10am 3pm-7pm M-F)  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
|                             |       | P2S      | Ross and Victoria      | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Total</b>                |       |          |                        |                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Unoccupied</b>           |       |          |                        |                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |  |
| <b>Percentage Occupied</b>  |       |          |                        |                                             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%           |  |



| Location                    | Side              | Map Code | Between            | Restriction                                                                 | Capacity | 600    | 700    | 800    | 900    | 1000   | 1100   | 1200   | 1300   | 1400   | 1500   | 1600   | 1700   | 1800   | 1900   | 2000   | 2100   | Illegal Park |     |
|-----------------------------|-------------------|----------|--------------------|-----------------------------------------------------------------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------------|-----|
| Villiers St<br>(Street "Q") | East              | Q1E      | Harold and Fennell | 10P 8am-6pm M-S Permit Excepted                                             | 11       | 0      | 0      | 0      | 0      | 0      | 0      | 1      | 1      | 1      | 0      | 2      | 1      | 5      | 4      | 4      | 4      |              |     |
|                             |                   | Q2E      | Fennell and Grose  | 4P 8am-6pm M-S Permit Excepted                                              | 8        | 1      | 1      | 2      | 3      | 3      | 2      | 4      | 6      | 4      | 2      | 1      | 2      | 1      | 6      | 8      | 8      |              |     |
|                             |                   | Q3E      | Grose and Ross     | 4P 8am-6pm M-S Permit Excepted                                              | 8        | 3      | 3      | 3      | 5      | 6      | 5      | 4      | 6      | 7      | 5      | 6      | 3      | 4      | 9      | 9      | 8      | Yes          |     |
|                             |                   | Q4E      | Ross and Victoria  | No Stopping<br>No Stopping (Taxis excepted for 1 minute)                    | 0<br>2   | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>0       |     |
|                             | West              | Q1W      | Harold and Fennell | 4P 8am-6pm M-S Permit Excepted                                              | 12       | 8      | 8      | 7      | 11     | 8      | 10     | 7      | 8      | 9      | 7      | 8      | 10     | 9      | 9      | 9      | 9      | 9            |     |
|                             |                   | Q2W      | Fennell and Grose  | 4P 8am-6pm M-S Permit Excepted                                              | 9        | 1      | 1      | 1      | 3      | 4      | 5      | 4      | 4      | 5      | 4      | 4      | 2      | 2      | 8      | 8      | 8      |              |     |
|                             |                   | Q3W      | Grose and Ross     | 5min 8am-9:30am 2:30pm-4pm School Days, 4P 9:30am-2:30pm<br>4pm-8pm M-F     | 8        | 3      | 4      | 4      | 7      | 6      | 6      | 6      | 7      | 9      | 7      | 6      | 8      | 9      | 9      | 10     | 10     |              | Yes |
|                             |                   | Q4W      | Ross and Victoria  | 4P 8am-6pm M-S Permit Excepted<br>No Stopping (Taxis excepted for 1 minute) | 8<br>1   | 1<br>0 | 1<br>0 | 1<br>0 | 4<br>0 | 5<br>0 | 5<br>0 | 7<br>0 | 8<br>0 | 8<br>0 | 8<br>0 | 5<br>0 | 6<br>0 | 8<br>0 | 8<br>0 | 8<br>0 | 8<br>0 | 8<br>0       |     |
|                             | <b>Total</b>      |          |                    |                                                                             |          | 67     | 17     | 18     | 18     | 33     | 32     | 33     | 33     | 40     | 43     | 33     | 32     | 32     | 38     | 53     | 56     | 55           |     |
|                             | <b>Unoccupied</b> |          |                    |                                                                             |          | 50     | 49     | 49     | 34     | 35     | 34     | 34     | 34     | 27     | 24     | 34     | 35     | 35     | 29     | 14     | 11     | 12           |     |
| <b>Percentage Occupied</b>  |                   |          |                    |                                                                             | 25%      | 27%    | 27%    | 49%    | 48%    | 49%    | 49%    | 60%    | 64%    | 49%    | 48%    | 48%    | 57%    | 79%    | 84%    | 82%    |        |              |     |

TTM Data

TTM Reference: 19SYD0164

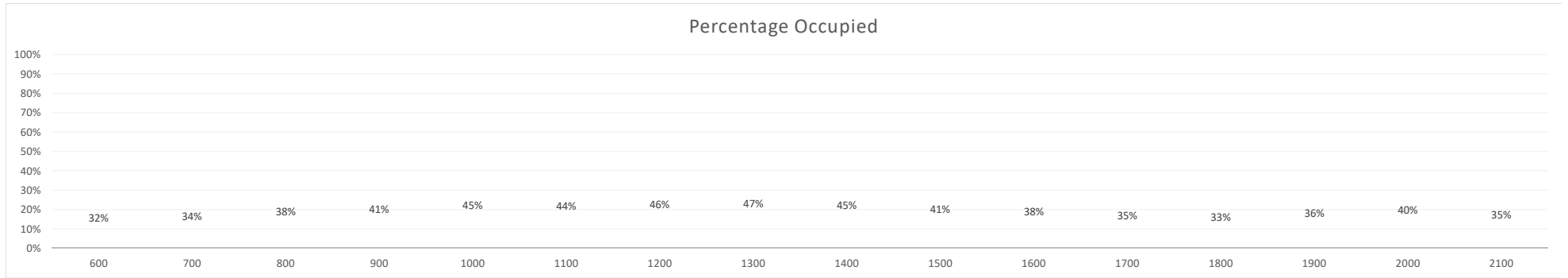
Location: North Parramatta

Date: Wednesday, 16 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600  | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 1042 | 332 | 352 | 401 | 430  | 464  | 458  | 476  | 485  | 466  | 430  | 399  | 360  | 342  | 379  | 417  |
|                     | Unoccupied          | 710  | 690 | 641 | 612 | 578  | 584  | 566  | 557  | 576  | 612  | 643  | 682  | 700  | 663  | 625  | 674  |
|                     | Percentage Occupied | 32%  | 34% | 38% | 41% | 45%  | 44%  | 46%  | 47%  | 45%  | 41%  | 38%  | 35%  | 33%  | 36%  | 40%  | 35%  |



| Location                  | Side  | Map Code | Between           | Restriction                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|---------------------------|-------|----------|-------------------|----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Barney St<br>(Street "A") | North | A1N      | Church and Iron   | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                           |       |          |                   | Unrestricted               | 23       | 4   | 12  | 17  | 16  | 17   | 16   | 16   | 15   | 14   | 14   | 7    | 3    | 2    | 8    | 5    | 5    |   |
|                           | South | A1S      | Church and Castle | No Parking                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                   | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | A2S      | Castle and Iron   | Unrestricted               | 16       | 1   | 3   | 6   | 9   | 9    | 9    | 10   | 8    | 8    | 6    | 3    | 2    | 1    | 1    | 3    | 3    |   |
|                           |       |          |                   | <b>Total</b>               | 39       | 5   | 15  | 23  | 25  | 26   | 25   | 26   | 23   | 22   | 20   | 10   | 5    | 3    | 9    | 8    | 8    |   |
|                           |       |          |                   | <b>Unoccupied</b>          | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
|                           |       |          |                   | <b>Percentage Occupied</b> | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                    | Side  | Map Code | Between                    | Restriction                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|----------------------------|----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Bellevue St<br>(Street "B") | North | B1N      | Castle to Saunders         | Unrestricted               | 43       | 24  | 23  | 16  | 11  | 12   | 13   | 16   | 18   | 18   | 13   | 18   | 21   | 24   | 22   | 25   | 26   |
|                             |       | B3N      | Saunders and Pennant Hills | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             | South | B1S      | Castle and Pennant Hills   | Unrestricted               | 71       | 32  | 30  | 25  | 32  | 30   | 31   | 34   | 36   | 33   | 29   | 29   | 30   | 31   | 37   | 41   | 31   |
|                             |       |          |                            | <b>Total</b>               | 114      | 56  | 53  | 41  | 43  | 42   | 44   | 50   | 54   | 51   | 42   | 47   | 51   | 55   | 59   | 66   | 57   |
|                             |       |          |                            | <b>Unoccupied</b>          | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
|                             |       |          |                            | <b>Percentage Occupied</b> | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side  | Map Code | Between         | Restriction            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|----------------------------|-------|----------|-----------------|------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Bourke St<br>(Street "C")  | North | C1N      | Church and Hunt | No Parking             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |       | C2N      | Hunt and Moxham | No Parking 8am-6pm M-F | 7        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | C3N      | Moxham and Iron | No Parking 8am-6pm M-F | 8        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            | South | C1S      | Church and Iron | Unrestricted           | 31       | 20  | 24  | 26  | 24  | 26   | 25   | 25   | 25   | 25   | 24   | 24   | 21   | 19   | 20   | 20   | 21   | 21 |   |
| <b>Total</b>               |       |          |                 |                        | 46       | 20  | 24  | 26  | 24  | 26   | 25   | 25   | 25   | 24   | 24   | 21   | 19   | 20   | 20   | 21   | 21   |    |   |
| <b>Unoccupied</b>          |       |          |                 |                        | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |    |   |
| <b>Percentage Occupied</b> |       |          |                 |                        | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |    |   |

| Location                   | Side  | Map Code | Between           | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------|-------|----------|-------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| By St<br>(Street "D")      | North | D1N      | Church and Castle | 1P 8:30am-6pm M-F 8:30am-12:30pm S | 3        | 0   | 2   | 3   | 3   | 4    | 3    | 3    | 4    | 5    | 5    | 3    | 2    | 0    | 0    | 3    | 3    |   |   |
|                            |       |          |                   | Unrestricted                       | 10       | 0   | 0   | 6   | 6   | 9    | 9    | 8    | 8    | 8    | 7    | 6    | 6    | 3    | 2    | 9    | 7    |   |   |
|                            |       | D2N      | Castle and Iron   | Unrestricted                       | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |       |          |                   | Disability Parking                 | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            | South | D1S      | Church and Castle | 1P 8:30am-6pm M-F 8:30am-12:30pm S | 5        | 0   | 0   | 3   | 3   | 3    | 3    | 3    | 3    | 4    | 3    | 3    | 3    | 0    | 1    | 4    | 5    |   |   |
|                            |       |          |                   | Unrestricted                       | 11       | 1   | 1   | 1   | 3   | 9    | 7    | 9    | 11   | 10   | 9    | 10   | 5    | 3    | 2    | 5    | 5    |   |   |
|                            |       |          |                   | Unrestricted                       | 6        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |       | D2S      | Castle and Iron   | Unrestricted                       | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |       |          |                   | Loading Zone                       | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |       |          |                   | <b>Total</b>                       | 41       | 1   | 3   | 13  | 15  | 25   | 22   | 23   | 26   | 27   | 24   | 22   | 16   | 6    | 5    | 21   | 20   |   |   |
| <b>Unoccupied</b>          |       |          |                   |                                    | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |   |
| <b>Percentage Occupied</b> |       |          |                   |                                    | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |   |

| Location                   | Side | Map Code | Between                    | Restriction        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|------|----------|----------------------------|--------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Castle St<br>(Street "E")  | East | E1E      | Barney and Dunlop          | Unrestricted       | 21       | 3   | 7   | 17  | 19  | 22   | 22   | 20   | 21   | 19   | 19   | 16   | 9    | 9    | 12   | 14   | 12   |    |
|                            |      |          |                            | Unrestricted       | 7        | 3   | 3   | 2   | 3   | 4    | 4    | 4    | 5    | 5    | 5    | 5    | 5    | 1    | 2    | 2    | 3    |    |
|                            |      | E3E      | Iron and Bellevue          | Unrestricted       | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |      |          |                            | Unrestricted       | 46       | 20  | 19  | 22  | 40  | 40   | 41   | 41   | 40   | 38   | 37   | 35   | 31   | 22   | 34   | 26   | 23   |    |
|                            |      | E4E      | Bellevue and Pennant Hills | Disability Parking | 2        | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |          |                            | Unrestricted       | 6        | 5   | 5   | 6   | 6   | 4    | 5    | 6    | 5    | 6    | 5    | 5    | 4    | 1    | 6    | 4    | 3    |    |
|                            |      |          |                            | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |          |                            | Unrestricted       | 38       | 11  | 18  | 35  | 35  | 36   | 36   | 36   | 37   | 31   | 32   | 22   | 15   | 17   | 13   | 15   | 5    |    |
|                            | West | E1W      | Barney and By              | Unrestricted       | 4        | 2   | 3   | 4   | 3   | 5    | 4    | 4    | 4    | 4    | 4    | 4    | 2    | 0    | 2    | 3    | 4    | 1  |
|                            |      |          |                            | 1P 8am-6pm M-F     | 3        | 0   | 0   | 0   | 1   | 3    | 3    | 3    | 4    | 3    | 4    | 2    | 1    | 0    | 3    | 3    | 3    |    |
|                            |      |          |                            | Unrestricted       | 4        | 1   | 0   | 2   | 2   | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 0    | 0    | 3    | 3    | 2    |    |
|                            |      | E2W      | By and Dunlop              | Unrestricted       | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |          |                            | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |          |                            | Unrestricted       | 9        | 2   | 3   | 5   | 6   | 7    | 5    | 6    | 6    | 6    | 6    | 7    | 5    | 3    | 3    | 3    | 3    |    |
|                            |      | E3W      | Dunlop and Factory         | Unrestricted       | 21       | 16  | 14  | 13  | 15  | 16   | 16   | 16   | 16   | 16   | 15   | 14   | 16   | 16   | 15   | 10   | 13   | 14 |
|                            |      |          |                            | Unrestricted       | 13       | 5   | 3   | 6   | 10  | 12   | 12   | 11   | 11   | 11   | 10   | 9    | 8    | 5    | 10   | 13   | 11   |    |
|                            |      |          |                            | No Parking         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      | E4W      | Factory and Pennant Hills  | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |      |          |                            | Unrestricted       | 26       | 4   | 15  | 21  | 21  | 21   | 21   | 21   | 21   | 20   | 17   | 9    | 6    | 8    | 4    | 4    | 3    |    |
|                            |      |          |                            | <b>Total</b>       | 205      | 72  | 90  | 133 | 161 | 174  | 173  | 172  | 174  | 162  | 156  | 130  | 100  | 83   | 103  | 104  | 83   |    |
| <b>Unoccupied</b>          |      |          |                            |                    | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |    |
| <b>Percentage Occupied</b> |      |          |                            |                    | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |    |

| Location                   | Side  | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Dunlop St<br>(Street "F")  | North | F1N      | Church and Castle | Unrestricted | 14       | 8   | 9   | 10  | 11  | 10   | 9    | 11   | 10   | 10   | 13   | 8    | 11   | 7    | 8    | 9    | 8    |
|                            |       | F2N      | Castle and Iron   | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South | F1S      | Church and Castle | Unrestricted | 15       | 13  | 13  | 12  | 15  | 16   | 12   | 13   | 14   | 12   | 8    | 11   | 11   | 8    | 8    | 11   | 11   |
|                            |       | F2S      | Castle and Iron   | Unrestricted | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>               |       |          |                   |              | 29       | 21  | 22  | 22  | 26  | 26   | 21   | 24   | 24   | 21   | 19   | 22   | 15   | 16   | 20   | 19   |      |
| <b>Unoccupied</b>          |       |          |                   |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |       |          |                   |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side  | Map Code | Between         | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|----------|-----------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Ferris St<br>(Street "G")  | North | G1N      | Church and Iron | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |       |          |                 | Unrestricted                               | 18       | 5   | 5   | 10  | 8   | 8    | 9    | 10   | 11   | 12   | 11   | 9    | 4    | 3    | 5    | 4    | 5    |   |
|                            | South | G1S      | Church and Iron | Unrestricted                               | 2        | 0   | 1   | 2   | 1   | 1    | 1    | 1    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | Unrestricted (not wide enough for parking) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | <b>Total</b>                               | 20       | 5   | 6   | 12  | 9   | 9    | 10   | 11   | 13   | 13   | 11   | 9    | 4    | 3    | 5    | 4    | 5    |   |
| <b>Unoccupied</b>          |       |          |                 |                                            | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b> |       |          |                 |                                            | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                   | Side         | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Gilbert St<br>(Street "H") | North        | H1N      | Iron and Mary     | Unrestricted | 15       | 8   | 6   | 4   | 5   | 4    | 5    | 7    | 7    | 7    | 4    | 6    | 5    | 6    | 6    | 5    | 3    |
|                            |              |          | Mary and Saunders | Unrestricted | 30       | 7   | 7   | 7   | 5   | 4    | 4    | 5    | 7    | 7    | 5    | 6    | 5    | 5    | 6    | 7    | 8    |
|                            | South        | H1S      | Iron and Saunders | Unrestricted | 45       | 17  | 16  | 13  | 13  | 13   | 12   | 15   | 16   | 14   | 11   | 13   | 13   | 14   | 14   | 14   | 14   |
|                            | <b>Total</b> |          |                   |              |          | 90  | 32  | 29  | 24  | 23   | 21   | 21   | 27   | 30   | 28   | 20   | 25   | 23   | 25   | 26   | 26   |
| <b>Unoccupied</b>          |              |          |                   |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |              |          |                   |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side         | Map Code           | Between             | Restriction                          | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|----------------------------|--------------|--------------------|---------------------|--------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Iron St<br>(Street "I")    | East         | I1E                | Bourke and Jeffery  | Unrestricted                         | 5        | 2   | 2   | 3   | 4   | 4    | 4    | 4    | 4    | 3    | 3    | 2    | 3    | 2    | 2    | 2    | 2    |    |   |
|                            |              |                    |                     | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              |                    |                     | Unrestricted                         | 1        | 0   | 0   | 0   | 0   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1  | 1 |
|                            |              |                    |                     | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |              |                    |                     | Unrestricted                         | 4        | 2   | 2   | 2   | 2   | 2    | 3    | 2    | 2    | 1    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 2  | 1 |
|                            |              |                    |                     | Unrestricted                         | 6        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |              | I2E                | Jeffery and Prince  | Unrestricted                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              |                    |                     | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              | I3E                | Prince and Gilbert  | Unrestricted                         | 7        | 5   | 5   | 3   | 4   | 5    | 6    | 5    | 6    | 5    | 4    | 4    | 4    | 4    | 4    | 3    | 2    | 3  |   |
|                            |              |                    |                     | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              | I4E                | Gilbert and William | Taxi Zone                            | 1        | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              |                    |                     | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            | I5E          | William and Castle | Unrestricted        | 11                                   | 4        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 4    | 6    | 8    | 7    | 7  |   |
|                            | West         | I1W                | Bourke and Seville  | Unrestricted                         | 6        | 4   | 4   | 4   | 3   | 3    | 3    | 3    | 4    | 3    | 4    | 4    | 4    | 5    | 4    | 4    | 3    | 5  |   |
|                            |              |                    |                     | Unrestricted                         | 7        | 4   | 4   | 4   | 4   | 3    | 3    | 4    | 4    | 4    | 5    | 5    | 4    | 4    | 4    | 3    | 5    |    |   |
|                            |              | I3W                | Ferris and Barney   | Unrestricted                         | 10       | 2   | 2   | 2   | 1   | 3    | 3    | 3    | 3    | 4    | 3    | 4    | 3    | 3    | 3    | 2    | 2    | 3  |   |
|                            |              |                    |                     | Unrestricted                         | 7        | 3   | 3   | 4   | 4   | 5    | 6    | 6    | 6    | 6    | 4    | 4    | 2    | 0    | 0    | 1    | 1    |    |   |
|                            |              | I4W                | Barney and By       | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              |                    |                     | Disability Parking 45° Angle Parking | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |              | I5W                | By and Dunlop       | Unrestricted 45° Angle Parking       | 13       | 3   | 2   | 5   | 5   | 9    | 11   | 8    | 12   | 10   | 7    | 8    | 7    | 14   | 10   | 13   | 10   |    |   |
|                            |              |                    |                     | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                            |              | I6W                | Dunlop and Castle   | Unrestricted                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                            |              |                    |                     | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                            | <b>Total</b> |                    |                     |                                      |          | 79  | 29  | 26  | 29  | 29   | 37   | 43   | 38   | 44   | 39   | 35   | 37   | 33   | 40   | 34   | 38   | 38 |   |
| <b>Unoccupied</b>          |              |                    |                     |                                      | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |    |   |
| <b>Percentage Occupied</b> |              |                    |                     |                                      | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |    |   |

| Location                   | Side | Map Code | Between            | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|------|----------|--------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Mary St<br>(Street "J")    | East | J1E      | Prince and Gilbert | Unrestricted | 12       | 3   | 1   | 2   | 2   | 2    | 2    | 2    | 3    | 3    | 2    | 3    | 5    | 4    | 4    | 4    | 3    |
|                            | West | J1W      | Prince and Gilbert | Unrestricted | 14       | 5   | 4   | 4   | 2   | 3    | 2    | 4    | 2    | 2    | 2    | 2    | 3    | 4    | 4    | 4    | 4    |
| <b>Total</b>               |      |          |                    |              | 26       | 8   | 5   | 6   | 4   | 5    | 4    | 6    | 5    | 5    | 4    | 5    | 8    | 8    | 8    | 8    | 7    |
| <b>Unoccupied</b>          |      |          |                    |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |      |          |                    |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                         | Side | Map Code                | Between                       | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------------|------|-------------------------|-------------------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Pennant Hills Rd<br>(Street "K") | East | K1E                     | Bellevue and Sorrell          | Clearway 6am-10am 3pm-7pm M-F | 24       |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |   |   |
|                                  |      |                         |                               | Clearway 6am-10am 3pm-7pm M-F | 14       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                                  |      | K2E                     | Sorrell and Gladstone         | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                                  |      |                         |                               | Clearway 6am-10am 3pm-7pm M-F | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                                  |      |                         |                               | Clearway 6am-10am 3pm-7pm M-F | 12       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                                  | K4E  | Sorrell Ln and Isabella | Clearway 6am-10am 3pm-7pm M-F | 10                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                                  | K5E  | Isabella and Church     | No Parking                    | 0                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
|                                  | West | K1W                     | Bellevue and Castle           | Clearway 6am-10am 3pm-7pm M-F | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |      |                         |                               | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |      |                         |                               | Clearway 6am-10am 3pm-7pm M-F | 60       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |      |                         |                               | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                                  |      | K2W                     | Castle and Church             | Clearway 6am-10am 3pm-7pm M-F | 15       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
| <b>Total</b>                     |      |                         |                               |                               | 141      | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |
| <b>Unoccupied</b>                |      |                         |                               |                               | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |   |
| <b>Percentage Occupied</b>       |      |                         |                               |                               | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |   |

| Location                   | Side  | Map Code | Between       | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|---------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Prince St<br>(Street "L")  | North | L1N      | Iron and Mary | Unrestricted | 14       | 8   | 8   | 6   | 6   | 7    | 6    | 6    | 6    | 7    | 7    | 7    | 9    | 8    | 10   | 8    | 8    |
|                            |       |          |               | Bus Zone     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South | L1S      | Iron and Mary | Unrestricted | 16       | 6   | 4   | 2   | 2   | 1    | 1    | 1    | 2    | 2    | 2    | 2    | 4    | 5    | 5    | 6    | 6    |
| <b>Total</b>               |       |          |               |              | 30       | 14  | 12  | 8   | 8   | 8    | 7    | 7    | 8    | 9    | 9    | 13   | 13   | 15   | 14   | 14   |      |
| <b>Unoccupied</b>          |       |          |               |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |       |          |               |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                    | Side | Map Code | Between              | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|------|----------|----------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Saunders St<br>(Street "M") | East | M1E      | Gilbert and Bellevue | Unrestricted | 24       | 1   | 1   | 1   | 1   | 2    | 2    | 2    | 1    | 2    | 2    | 0    | 2    | 2    | 4    | 4    |      |
|                             |      |          |                      | Unrestricted | 8        | 1   | 1   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
|                             | West | M2W      | William and Bellevue | Unrestricted | 16       | 4   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 3    | 3    | 5    | 6    | 5    | 4    |
|                             |      |          |                      | <b>Total</b> | 48       | 6   | 6   | 6   | 7   | 8    | 8    | 8    | 7    | 8    | 8    | 4    | 4    | 8    | 9    | 10   | 9    |
| <b>Unoccupied</b>           |      |          |                      |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b>  |      |          |                      |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side              | Map Code | Between         | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------|-------------------|----------|-----------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Seville St<br>(Street "N") | North             | N1N      | Church and Iron | Unrestricted | 10       | 5   | 8   | 7   | 9   | 9    | 9    | 9    | 9    | 8    | 9    | 7    | 5    | 9    | 7    | 5    | 1    |   |   |
|                            |                   |          |                 | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |                   |          |                 | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |                   |          |                 | Unrestricted | 14       | 6   | 7   | 8   | 10  | 10   | 10   | 13   | 10   | 10   | 12   | 11   | 12   | 9    | 10   | 5    | 7    |   |   |
|                            | South             | N1S      | Church and Iron | Unrestricted | 8        | 0   | 0   | 4   | 7   | 8    | 8    | 8    | 8    | 8    | 8    | 7    | 7    | 8    | 5    | 7    | 0    |   |   |
|                            |                   |          |                 | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |                   |          |                 | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |                   |          |                 |              |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |   |   |
|                            | <b>Total</b>      |          |                 |              |          | 32  | 11  | 15  | 19  | 26   | 27   | 27   | 30   | 27   | 26   | 29   | 25   | 24   | 26   | 22   | 17   | 8 |   |
|                            | <b>Unoccupied</b> |          |                 |              |          | 86  | 95  | 83  | 57  | 63   | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |   |   |
| <b>Percentage Occupied</b> |                   |          |                 |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |   |

| Location                   | Side  | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |  |
|----------------------------|-------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--|
| William St<br>(Street "O") | North | O1N      | Iron and Saunders | Unrestricted | 42       | 26  | 22  | 21  | 17  | 15   | 15   | 15   | 13   | 16   | 16   | 19   | 16   | 14   | 24   | 30   | 28   |  |
|                            |       |          |                   |              |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |  |
|                            | South | O1S      | Iron and Laneway  | Unrestricted | 43       | 26  | 24  | 18  | 13  | 15   | 13   | 14   | 12   | 13   | 11   | 14   | 20   | 24   | 24   | 31   | 26   |  |
|                            |       |          |                   |              |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |  |
|                            |       |          |                   |              |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |  |
| <b>Total</b>               |       |          |                   |              | 85       | 52  | 46  | 39  | 30  | 28   | 29   | 25   | 29   | 33   | 36   | 38   | 48   | 61   | 54   |      |      |  |
| <b>Unoccupied</b>          |       |          |                   |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |  |
| <b>Percentage Occupied</b> |       |          |                   |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |  |

| Location                                    | Side | Map Code | Between              | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|---------------------------------------------|------|----------|----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| William-Bellevue<br>Laneway<br>(Street "P") | East | P1E      | William and laneway  | No Stopping (not enough space) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                                             |      | P2E      | Laneway and Bellevue | No Stopping (not enough space) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                                             | West | P1W      | William and Bellevue | Unrestricted                   | 17       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                             |      |          |                      |                                |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |   |
|                                             |      |          |                      |                                |          |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |   |
| <b>Total</b>                                |      |          |                      |                                | 17       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |   |
| <b>Unoccupied</b>                           |      |          |                      |                                | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b>                  |      |          |                      |                                | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |



TTM Data

TTM Reference: 19SYD0164

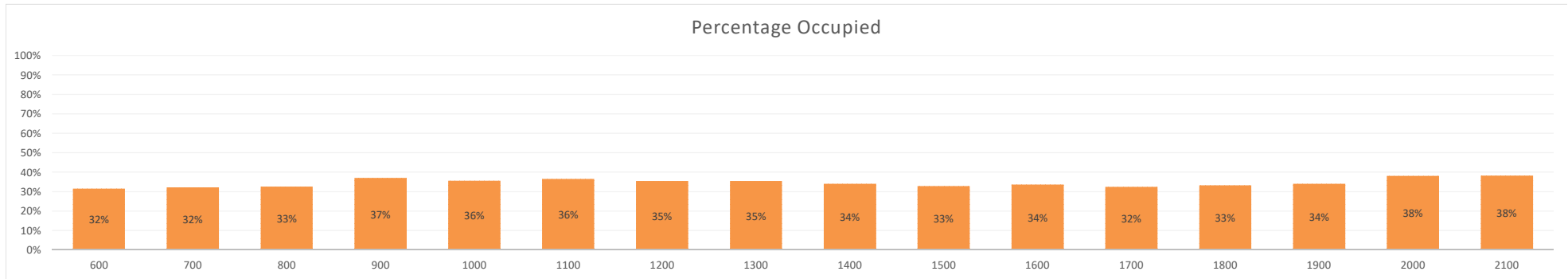
Location: North Parramatta

Date: Saturday, 19 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600  | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 1042 | 329 | 335 | 339 | 386  | 371  | 380  | 369  | 369  | 354  | 342  | 350  | 338  | 346  | 354  | 397  |
|                     | Unoccupied          | 713  | 707 | 703 | 656 | 671  | 662  | 673  | 673  | 688  | 700  | 692  | 704  | 696  | 688  | 645  | 644  |
|                     | Percentage Occupied | 32%  | 32% | 33% | 37% | 36%  | 36%  | 35%  | 35%  | 34%  | 33%  | 34%  | 32%  | 33%  | 34%  | 38%  | 38%  |



| Location                  | Side  | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|---------------------------|-------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Barney St<br>(Street "A") | North | A1N      | Church and Iron            | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                           |       |          |                            | Unrestricted | 23       | 7   | 8   | 8   | 17  | 13   | 14   | 12   | 11   | 6    | 7    | 5    | 4    | 3    | 5    | 8    | 4    |   |
|                           | South | A1S      | Church and Castle          | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       |          |                            | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                           |       | A2S      | Castle and Iron            | Unrestricted | 16       | 0   | 0   | 0   | 1   | 1    | 0    | 0    | 0    | 0    | 2    | 1    | 1    | 1    | 1    | 6    | 5    |   |
|                           |       |          |                            | <b>Total</b> | 39       | 7   | 8   | 8   | 18  | 14   | 14   | 12   | 11   | 6    | 9    | 6    | 5    | 4    | 6    | 14   | 9    |   |
|                           |       |          | <b>Unoccupied</b>          | 86           | 95       | 83  | 57  | 63  | 75  | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |      |   |
|                           |       |          | <b>Percentage Occupied</b> |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                    | Side  | Map Code | Between                    | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|----------------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Bellevue St<br>(Street "B") | North | B1N      | Castle to Saunders         | Unrestricted | 43       | 22  | 22  | 22  | 17  | 16   | 20   | 17   | 21   | 18   | 20   | 25   | 25   | 25   | 24   | 26   | 25   |
|                             |       | B3N      | Saunders and Pennant Hills | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             | South | B1S      | Castle and Pennant Hills   | Unrestricted | 71       | 25  | 25  | 25  | 23  | 22   | 21   | 27   | 25   | 28   | 30   | 28   | 27   | 26   | 25   | 25   | 29   |
|                             |       |          |                            | <b>Total</b> | 114      | 47  | 47  | 47  | 40  | 38   | 41   | 44   | 46   | 46   | 50   | 53   | 52   | 51   | 49   | 51   | 54   |
|                             |       |          | <b>Unoccupied</b>          | 86           | 95       | 83  | 57  | 63  | 75  | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |      |
|                             |       |          | <b>Percentage Occupied</b> |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side  | Map Code | Between         | Restriction            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|----------|-----------------|------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Bourke St<br>(Street "C")  | North | C1N      | Church and Hunt | No Parking             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |       | C2N      | Hunt and Moxham | No Parking 8am-6pm M-F | 7        | 0   | 0   | 0   | 2   | 0    | 0    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 0    | 0    | 0 |
|                            |       | C3N      | Moxham and Iron | No Parking 8am-6pm M-F | 8        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1 |
|                            | South | C1S      | Church and Iron | Unrestricted           | 31       | 18  | 18  | 19  | 21  | 19   | 19   | 18   | 15   | 16   | 19   | 17   | 19   | 15   | 16   | 15   | 18   |   |
| <b>Total</b>               |       |          |                 |                        | 46       | 18  | 18  | 19  | 23  | 19   | 19   | 21   | 18   | 19   | 22   | 19   | 21   | 18   | 17   | 16   | 19   |   |
| <b>Unoccupied</b>          |       |          |                 |                        | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b> |       |          |                 |                        | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                   | Side  | Map Code | Between           | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|----------|-------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| By St<br>(Street "D")      | North | D1N      | Church and Castle | 1P 8:30am-6pm M-F 8:30am-12:30pm S | 3        | 1   | 1   | 1   | 2   | 0    | 3    | 3    | 2    | 3    | 1    | 2    | 0    | 0    | 0    | 0    | 0    |   |
|                            |       |          |                   | Unrestricted                       | 10       | 4   | 4   | 4   | 5   | 7    | 9    | 7    | 4    | 1    | 0    | 0    | 1    | 1    | 1    | 1    | 4    | 4 |
|                            |       | D2N      | Castle and Iron   | Unrestricted                       | 4        | 0   | 0   | 0   | 0   | 1    | 2    | 4    | 4    | 2    | 3    | 1    | 1    | 1    | 1    | 1    | 1    | 0 |
|                            |       |          |                   | Disability Parking                 | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | South | D1S      | Church and Castle | 1P 8:30am-6pm M-F 8:30am-12:30pm S | 5        | 1   | 1   | 1   | 1   | 1    | 4    | 4    | 3    | 3    | 0    | 4    | 1    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                   | Unrestricted                       | 11       | 1   | 1   | 1   | 7   | 10   | 11   | 8    | 6    | 2    | 2    | 1    | 0    | 0    | 0    | 5    | 5    |   |
|                            |       |          |                   | Unrestricted                       | 6        | 1   | 2   | 2   | 2   | 3    | 3    | 2    | 3    | 1    | 2    | 2    | 1    | 2    | 0    | 0    | 0    | 1 |
|                            |       | D2S      | Castle and Iron   | Unrestricted                       | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                   | Loading Zone                       | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                   | <b>Total</b>                       | 41       | 8   | 9   | 9   | 17  | 22   | 32   | 28   | 22   | 12   | 8    | 10   | 4    | 4    | 2    | 10   | 10   |   |
| <b>Unoccupied</b>          |       |          |                   |                                    | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b> |       |          |                   |                                    | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                   | Side | Map Code | Between                   | Restriction        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|------|----------|---------------------------|--------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Castle St<br>(Street "E")  | East | E1E      | Barney and Dunlop         | Unrestricted       | 21       | 4   | 4   | 4   | 17  | 18   | 19   | 15   | 17   | 11   | 11   | 9    | 11   | 14   | 18   | 17   |      |
|                            |      |          |                           | Unrestricted       | 7        | 5   | 5   | 5   | 5   | 4    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    |      |
|                            |      | E2E      | Dunlop and Iron           | Unrestricted       | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                           | Unrestricted       | 46       | 22  | 22  | 22  | 23  | 19   | 20   | 17   | 18   | 20   | 18   | 21   | 21   | 22   | 24   | 31   | 25   |
|                            |      | E3E      | Iron and Bellevue         | Unrestricted       | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
|                            |      |          |                           | Disability Parking | 6        | 6   | 6   | 6   | 3   | 3    | 3    | 5    | 5    | 5    | 6    | 6    | 5    | 5    | 3    | 3    | 2    |
|                            |      |          |                           | Unrestricted       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                           | No Stopping        | 38       | 10  | 12  | 12  | 12  | 14   | 18   | 21   | 20   | 20   | 22   | 24   | 23   | 24   | 18   | 16   | 19   |
|                            | West | E1W      | Barney and By             | Unrestricted       | 4        | 0   | 0   | 0   | 1   | 2    | 4    | 3    | 3    | 3    | 5    | 2    | 4    | 4    | 4    | 4    | 3    |
|                            |      |          |                           | 1P 8am-6pm M-F     | 3        | 0   | 0   | 0   | 2   | 3    | 3    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2    | 3    | 2    |
|                            |      |          |                           | Unrestricted       | 4        | 0   | 0   | 0   | 0   | 2    | 2    | 2    | 3    | 3    | 3    | 1    | 2    | 2    | 3    | 3    |      |
|                            |      | E2W      | By and Dunlop             | Unrestricted       | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                           | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                           | Unrestricted       | 9        | 6   | 6   | 6   | 7   | 7    | 6    | 7    | 6    | 7    | 4    | 3    | 3    | 2    | 2    | 5    | 5    |
|                            |      | E3W      | Dunlop and Factory        | Unrestricted       | 21       | 18  | 18  | 18  | 18  | 12   | 11   | 10   | 11   | 11   | 7    | 11   | 11   | 12   | 15   | 17   | 16   |
|                            |      |          |                           | Unrestricted       | 13       | 8   | 9   | 9   | 10  | 6    | 6    | 7    | 11   | 11   | 9    | 9    | 9    | 7    | 9    | 10   | 8    |
|                            |      |          |                           | No Parking         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      | E4W      | Factory and Pennant Hills | No Stopping        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |      |          |                           | Unrestricted       | 26       | 0   | 0   | 0   | 4   | 3    | 4    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
|                            |      |          |                           | <b>Total</b>       | 205      | 79  | 82  | 82  | 102 | 94   | 100  | 94   | 100  | 97   | 90   | 94   | 93   | 94   | 97   | 113  | 103  |
| <b>Unoccupied</b>          |      |          |                           |                    | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |      |          |                           |                    | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side  | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Dunlop St<br>(Street "F")  | North | F1N      | Church and Castle | Unrestricted | 14       | 10  | 10  | 10  | 10  | 8    | 8    | 9    | 7    | 5    | 6    | 6    | 4    | 5    | 5    | 5    | 6    |
|                            |       | F2N      | Castle and Iron   | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South | F1S      | Church and Castle | Unrestricted | 15       | 14  | 14  | 14  | 12  | 12   | 11   | 12   | 12   | 14   | 11   | 9    | 9    | 9    | 11   | 12   | 12   |
|                            |       | F2S      | Castle and Iron   | Unrestricted | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>               |       |          |                   |              | 29       | 24  | 24  | 24  | 22  | 20   | 19   | 21   | 19   | 19   | 17   | 15   | 13   | 14   | 16   | 17   | 18   |
| <b>Unoccupied</b>          |       |          |                   |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |       |          |                   |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side  | Map Code | Between         | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|----------|-----------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Ferris St<br>(Street "G")  | North | G1N      | Church and Iron | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |       |          |                 | Unrestricted                               | 18       | 6   | 6   | 6   | 9   | 7    | 7    | 7    | 8    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 6    | 5 |
|                            | South | G1S      | Church and Iron | Unrestricted                               | 2        | 1   | 1   | 1   | 2   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | Unrestricted (not wide enough for parking) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                 | <b>Total</b>                               | 20       | 7   | 7   | 7   | 11  | 8    | 8    | 7    | 8    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 6    | 5 |
| <b>Unoccupied</b>          |       |          |                 |                                            | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b> |       |          |                 |                                            | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                   | Side         | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Gilbert St<br>(Street "H") | North        | H1N      | Iron and Mary     | Unrestricted | 15       | 3   | 3   | 3   | 3   | 3    | 4    | 5    | 2    | 2    | 2    | 4    | 3    | 3    | 2    | 4    | 4    |
|                            |              |          | Mary and Saunders | Unrestricted | 30       | 6   | 6   | 6   | 8   | 8    | 7    | 5    | 8    | 7    | 5    | 4    | 5    | 6    | 7    | 6    | 7    |
|                            | South        | H1S      | Iron and Saunders | Unrestricted | 45       | 19  | 19  | 19  | 13  | 14   | 16   | 12   | 15   | 16   | 15   | 16   | 20   | 21   | 21   | 18   | 17   |
|                            | <b>Total</b> |          |                   |              |          | 90  | 28  | 28  | 28  | 24   | 25   | 27   | 22   | 25   | 22   | 24   | 28   | 30   | 30   | 28   | 28   |
| <b>Unoccupied</b>          |              |          |                   |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |              |          |                   |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                | Side                       | Map Code            | Between            | Restriction                          | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|-------------------------|----------------------------|---------------------|--------------------|--------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Iron St<br>(Street "I") | East                       | I1E                 | Bourke and Jeffery | Unrestricted                         | 5        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 3    | 2    | 3    | 4    | 2    | 2    | 2    | 5    |    |
|                         |                            |                     |                    | No Stopping                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                         |                            |                     |                    | Unrestricted                         | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0  |
|                         |                            |                     |                    | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                         |                            |                     |                    | Unrestricted                         | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                         |                            | I2E                 | Jeffery and Prince | Unrestricted                         | 6        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                         |                            |                     |                    | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         |                            |                     |                    | Unrestricted                         | 7        | 6   | 6   | 6   | 7   | 7    | 6    | 4    | 4    | 3    | 3    | 4    | 4    | 5    | 5    | 6    | 6    |    |
|                         |                            | I3E                 | Prince and Gilbert | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         |                            |                     |                    | Taxi Zone                            | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         | I4E                        | Gilbert and William | Bus Zone           | 0                                    | 0        | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |    |
|                         |                            |                     | Unrestricted       | 11                                   | 5        | 5   | 5   | 8   | 7   | 2    | 6    | 4    | 4    | 5    | 5    | 5    | 7    | 8    | 7    | 6    |      |    |
|                         | West                       | I1W                 | Bourke and Seville | Unrestricted                         | 6        | 3   | 3   | 3   | 3   | 4    | 4    | 4    | 3    | 3    | 4    | 3    | 3    | 3    | 4    | 5    | 4    |    |
|                         |                            |                     |                    | Unrestricted                         | 7        | 5   | 5   | 5   | 5   | 4    | 4    | 6    | 5    | 5    | 4    | 4    | 4    | 4    | 4    | 4    |      |    |
|                         |                            |                     |                    | Unrestricted                         | 10       | 2   | 2   | 2   | 3   | 3    | 3    | 2    | 2    | 1    | 2    | 2    | 2    | 3    | 3    | 4    | 4    |    |
|                         |                            | I4W                 | Barney and By      | Unrestricted                         | 7        | 2   | 3   | 3   | 2   | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    |    |
|                         |                            |                     |                    | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         |                            |                     |                    | Disability Parking 45° Angle Parking | 1        | 1   | 1   | 1   | 1   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |    |
|                         |                            | I5W                 | By and Dunlop      | Unrestricted 45° Angle Parking       | 13       | 5   | 5   | 5   | 10  | 10   | 8    | 8    | 9    | 11   | 3    | 6    | 4    | 9    | 11   | 10   | 5    |    |
|                         |                            |                     |                    | No Stopping (Double Centre Line)     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         |                            | I6W                 | Dunlop and Castle  | Bus Zone                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                         |                            |                     |                    | <b>Total</b>                         | 79       | 31  | 32  | 32  | 41  | 39   | 30   | 33   | 30   | 31   | 25   | 27   | 27   | 34   | 38   | 39   | 35   |    |
|                         |                            | <b>Unoccupied</b>   |                    |                                      |          |     | 86  | 95  | 83  | 57   | 63   | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61 |
|                         | <b>Percentage Occupied</b> |                     |                    |                                      |          | 35% | 29% | 38% | 57% | 53%  | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |    |

| Location                   | Side | Map Code | Between            | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|------|----------|--------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Mary St<br>(Street "J")    | East | J1E      | Prince and Gilbert | Unrestricted | 12       | 5   | 5   | 5   | 5   | 5    | 3    | 3    | 2    | 1    | 2    | 3    | 3    | 6    | 6    | 6    | 8    |
|                            | West | J1W      | Prince and Gilbert | Unrestricted | 14       | 3   | 3   | 3   | 3   | 3    | 2    | 3    | 3    | 3    | 3    | 3    | 4    | 3    | 5    | 5    | 10   |
| <b>Total</b>               |      |          |                    |              | 26       | 8   | 8   | 8   | 8   | 8    | 5    | 6    | 5    | 4    | 5    | 6    | 7    | 9    | 11   | 11   | 18   |
| <b>Unoccupied</b>          |      |          |                    |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |      |          |                    |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                         | Side | Map Code            | Between                  | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------------|------|---------------------|--------------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Pennant Hills Rd<br>(Street "K") | East | K1E                 | Bellevue and Sorrell     | Clearway 6am-10am 3pm-7pm M-F | 24       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                                  |      |                     |                          | Clearway 6am-10am 3pm-7pm M-F | 14       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      | K2E                 | Sorrell and Gladstone    | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      |                     |                          | Clearway 6am-10am 3pm-7pm M-F | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      | K3E                 | Gladstone and Sorrell Ln | Clearway 6am-10am 3pm-7pm M-F | 12       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      | K4E                 | Sorrell Ln and Isabella  | Clearway 6am-10am 3pm-7pm M-F | 10       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  | K5E  | Isabella and Church | No Parking               | 0                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                                  | West | K1W                 | Bellevue and Castle      | Clearway 6am-10am 3pm-7pm M-F | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      |                     |                          | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      |                     |                          | Clearway 6am-10am 3pm-7pm M-F | 60       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      |                     |                          | Bus Zone                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                  |      | K2W                 | Castle and Church        | Clearway 6am-10am 3pm-7pm M-F | 15       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| <b>Total</b>                     |      |                     |                          |                               | 141      | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
| <b>Unoccupied</b>                |      |                     |                          |                               | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |   |
| <b>Percentage Occupied</b>       |      |                     |                          |                               | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |   |

| Location                   | Side  | Map Code      | Between       | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|---------------|---------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Prince St<br>(Street "L")  | North | L1N           | Iron and Mary | Unrestricted | 14       | 5   | 5   | 6   | 5   | 5    | 4    | 4    | 5    | 4    | 5    | 5    | 5    | 5    | 5    | 9    | 8    |
|                            |       |               |               | Bus Zone     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| South                      | L1S   | Iron and Mary | Unrestricted  | 16           | 5        | 5   | 5   | 5   | 6   | 6    | 3    | 5    | 6    | 6    | 7    | 7    | 8    | 8    | 11   | 12   |      |
| <b>Total</b>               |       |               |               |              | 30       | 10  | 10  | 11  | 10  | 11   | 10   | 7    | 10   | 10   | 11   | 12   | 12   | 13   | 13   | 20   | 20   |
| <b>Unoccupied</b>          |       |               |               |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b> |       |               |               |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                    | Side | Map Code | Between              | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|------|----------|----------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Saunders St<br>(Street "M") | East | M1E      | Gilbert and Bellevue | Unrestricted | 24       | 4   | 4   | 4   | 2   | 1    | 2    | 2    | 1    | 1    | 2    | 2    | 4    | 3    | 2    | 2    |      |
|                             | West | M1W      | Gilbert and William  | Unrestricted | 8        | 1   | 1   | 1   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    |
|                             |      | M2W      | William and Bellevue | Unrestricted | 16       | 1   | 1   | 1   | 4   | 4    | 3    | 4    | 2    | 3    | 4    | 5    | 4    | 3    | 5    | 5    | 6    |
| <b>Total</b>                |      |          |                      |              | 48       | 6   | 6   | 6   | 6   | 5    | 5    | 6    | 3    | 5    | 7    | 8    | 7    | 8    | 8    | 7    | 8    |
| <b>Unoccupied</b>           |      |          |                      |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b>  |      |          |                      |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                   | Side              | Map Code | Between         | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |   |
|----------------------------|-------------------|----------|-----------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|---|
| Seville St<br>(Street "N") | North             | N1N      | Church and Iron | Unrestricted | 10       | 2   | 2   | 2   | 8   | 7    | 6    | 7    | 8    | 8    | 7    | 6    | 2    | 3    | 3    | 4    | 4    |    |   |   |
|                            |                   |          |                 | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                            |                   |          |                 | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |                   |          |                 | Unrestricted | 14       | 9   | 9   | 9   | 8   | 10   | 13   | 11   | 11   | 13   | 14   | 12   | 11   | 10   | 10   | 10   | 8    | 9  |   |   |
|                            | South             | N1S      | Church and Iron | Unrestricted | 8        | 1   | 1   | 1   | 8   | 8    | 7    | 8    | 10   | 8    | 8    | 6    | 6    | 2    | 2    | 2    | 2    |    |   |   |
|                            |                   |          |                 | No Stopping  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                            |                   |          |                 | No Parking   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |                   |          |                 | Unrestricted | 14       | 9   | 9   | 9   | 8   | 10   | 13   | 11   | 11   | 13   | 14   | 12   | 11   | 10   | 10   | 10   | 8    | 9  |   |   |
|                            | <b>Total</b>      |          |                 |              |          | 32  | 12  | 12  | 12  | 24   | 25   | 26   | 26   | 29   | 29   | 29   | 24   | 19   | 15   | 15   | 14   | 15 |   |   |
|                            | <b>Unoccupied</b> |          |                 |              |          | 86  | 95  | 83  | 57  | 63   | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |    |   |   |
| <b>Percentage Occupied</b> |                   |          |                 |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |    |   |   |

| Location                   | Side                       | Map Code | Between           | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|----------------------------|----------|-------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| William St<br>(Street "O") | North                      | O1N      | Iron and Saunders | Unrestricted | 42       | 22  | 22  | 22  | 20  | 20   | 20   | 23   | 22   | 21   | 19   | 20   | 19   | 19   | 20   | 23   | 24   |    |
|                            | South                      | O1S      | Iron and Laneway  | Unrestricted | 43       | 22  | 22  | 24  | 20  | 23   | 24   | 19   | 21   | 25   | 23   | 27   | 26   | 28   | 27   | 28   | 32   |    |
|                            | <b>Total</b>               |          |                   |              |          | 85  | 44  | 44  | 46  | 40   | 43   | 44   | 42   | 43   | 46   | 42   | 47   | 45   | 47   | 47   | 51   | 56 |
|                            | <b>Unoccupied</b>          |          |                   |              |          | 86  | 95  | 83  | 57  | 63   | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |    |
|                            | <b>Percentage Occupied</b> |          |                   |              |          | 35% | 29% | 38% | 57% | 53%  | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |    |

| Location                                    | Side | Map Code | Between              | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |
|---------------------------------------------|------|----------|----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|
| William-Bellevue<br>Laneway<br>(Street "P") | East | P1E      | William and laneway  | No Stopping (not enough space) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |    |
|                                             |      | P2E      | Laneway and Bellevue | No Stopping (not enough space) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |    |
|                                             | West | P1W      | William and Bellevue | Unrestricted                   | 17       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |
|                                             |      |          |                      | <b>Total</b>                   |          |     |     |     | 17  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |
|                                             |      |          |                      | <b>Unoccupied</b>              |          |     |     |     | 86  | 95   | 83   | 57   | 63   | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87 | 65 |
| <b>Percentage Occupied</b>                  |      |          |                      |                                | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |    |    |

TTM Data

TTM Reference: 19SYD0164

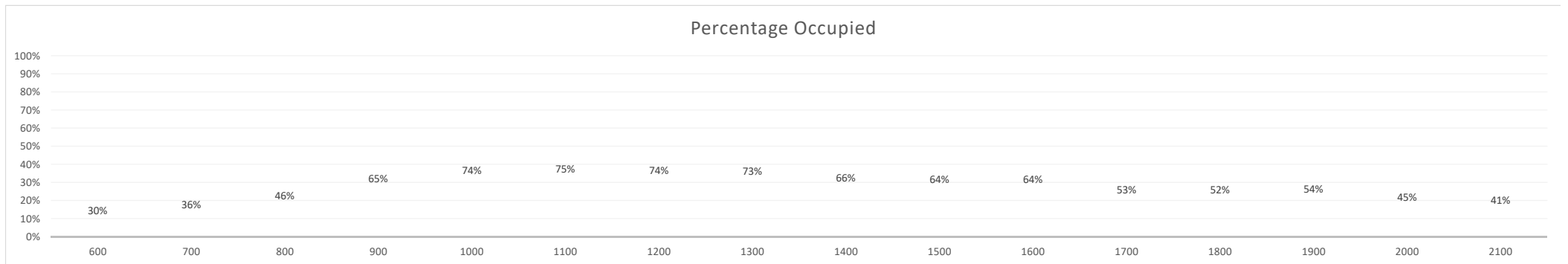
Location: North Parramatta

Date: Wednesday, 16 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 466                 | 138 | 169 | 216 | 303 | 343  | 350  | 346  | 342  | 308  | 299  | 298  | 246  | 244  | 250  | 208  | 191  |
|                     | Unoccupied          | 328 | 297 | 250 | 163 | 123  | 116  | 120  | 124  | 158  | 167  | 168  | 220  | 222  | 216  | 258  | 275  |
|                     | Percentage Occupied | 30% | 36% | 46% | 65% | 74%  | 75%  | 74%  | 73%  | 66%  | 64%  | 64%  | 53%  | 52%  | 54%  | 45%  | 41%  |



| Location               | Side  | Map Code | Between            | Restriction                    | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|------------------------|-------|----------|--------------------|--------------------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Albert St (Street "A") | North | A1E      | Church and Sorrell | Unrestricted                   | 17         | 12  | 11  | 16  | 16  | 16   | 16   | 16   | 16   | 16   | 15   | 14   | 15   | 14   | 14   | 12   | 12   |   |
|                        | South | A1W      | Church and Sorrell | No Stopping                    | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                        |       |          |                    | 4P 8am-6pm M-F Permit Excepted | 19         | 14  | 13  | 10  | 16  | 18   | 17   | 18   | 16   | 8    | 7    | 14   | 16   | 18   | 15   | 13   | 14   |   |
|                        |       |          |                    | <b>Total</b>                   | 36         | 26  | 24  | 26  | 32  | 34   | 33   | 34   | 32   | 24   | 22   | 28   | 31   | 32   | 29   | 25   | 26   |   |
|                        |       |          |                    |                                | Unoccupied | 10  | 12  | 10  | 4   | 2    | 3    | 2    | 4    | 12   | 14   | 8    | 5    | 4    | 7    | 11   | 10   |   |
|                        |       |          |                    | Percentage Occupied            | 72%        | 67% | 72% | 89% | 94% | 92%  | 94%  | 89%  | 67%  | 61%  | 78%  | 86%  | 89%  | 81%  | 69%  | 72%  |      |   |

| Location                | Side  | Map Code | Between            | Restriction                                | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|-------------------------|-------|----------|--------------------|--------------------------------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Fennell St (Street "C") | North | C1N      | Church and Sorrell | 10P 8am-6pm M-S (1/4P Free with Ticket)    | 5          | 1   | 3   | 3   | 4   | 4    | 4    | 4    | 3    | 4    | 1    | 3    | 1    | 1    | 3    | 1    |      |    |   |
|                         |       |          |                    | 10P 8am-6pm M-S Excepted                   | 6          | 3   | 4   | 1   | 3   | 4    | 6    | 5    | 4    | 6    | 6    | 5    | 5    | 4    | 4    | 3    | 3    |    |   |
|                         | South | C1S      | Church and Sorrell | 4P 8am-6pm M-S                             | 2          | 0   | 0   | 0   | 0   | 2    | 2    | 1    | 2    | 2    | 2    | 1    | 0    | 1    | 1    | 1    | 0    |    |   |
|                         |       |          |                    | Loading Zone                               | 1          | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    |    |   |
|                         |       |          |                    | 4P 8am-6pm M-S                             | 4          | 0   | 1   | 1   | 1   | 3    | 2    | 3    | 4    | 1    | 1    | 0    | 1    | 2    | 3    | 3    | 1    | 1  |   |
|                         |       |          |                    | 4P 8am-6pm M-S Permit Excepted             | 7          | 3   | 3   | 2   | 4   | 4    | 6    | 4    | 5    | 4    | 4    | 6    | 5    | 6    | 5    | 5    | 5    | 5  |   |
|                         |       |          |                    | No Parking (Authorised Car Share Excepted) | 1          | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  | 1 |
|                         |       |          |                    | <b>Total</b>                               | 26         | 8   | 12  | 8   | 13  | 18   | 22   | 18   | 21   | 18   | 18   | 18   | 16   | 17   | 16   | 15   | 14   | 11 |   |
|                         |       |          |                    |                                            | Unoccupied | 18  | 14  | 18  | 13  | 8    | 4    | 8    | 5    | 8    | 8    | 10   | 9    | 10   | 11   | 12   | 15   |    |   |
|                         |       |          |                    | Percentage Occupied                        | 31%        | 46% | 31% | 50% | 69% | 85%  | 69%  | 81%  | 69%  | 69%  | 62%  | 65%  | 62%  | 58%  | 54%  | 42%  |      |    |   |



| Location                          | Side | Map Code | Between | Restriction                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |  |
|-----------------------------------|------|----------|---------|-----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|--|
| Fennel St Carpark<br>(Street "D") | D1N  | N/A      |         | Disability Parking          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |  |
|                                   |      |          |         | Unrestricted Ticket Parking | 115      | 3   | 13  | 52  | 78  | 90   | 91   | 82   | 90   | 81   | 84   | 73   | 47   | 42   | 41   | 14   | 8    |   |  |
|                                   |      |          |         | <b>Total</b>                | 116      | 3   | 13  | 52  | 78  | 90   | 91   | 82   | 90   | 81   | 84   | 73   | 47   | 42   | 41   | 14   | 8    |   |  |
|                                   |      |          |         | <b>Unoccupied</b>           | 113      | 103 | 64  | 38  | 26  | 25   | 34   | 26   | 35   | 32   | 43   | 69   | 74   | 75   | 102  | 108  |      |   |  |
|                                   |      |          |         | <b>Percentage Occupied</b>  | 3%       | 11% | 45% | 67% | 78% | 78%  | 71%  | 78%  | 70%  | 72%  | 63%  | 41%  | 36%  | 35%  | 12%  | 7%   |      |   |  |

| Location                   | Side  | Map Code | Between            | Restriction                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------|-------|----------|--------------------|--------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Grose St<br>(Street "F")   | North | F1E      | Church and Sorrell | Loading Zone                                           | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |       |          |                    | 4P 8am-6pm M-S Permit Excepted (1/4P Free with Ticket) | 11       | 1   | 1   | 4   | 4   | 9    | 6    | 8    | 8    | 6    | 8    | 7    | 3    | 4    | 5    | 6    | 5    |   |   |
|                            | South | F1W      | Church and Sorrell | No Parking                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |       |          |                    | 4P 8am-6pm M-S Permit Excepted (1/4P Free with Ticket) | 8        | 2   | 3   | 4   | 6   | 6    | 6    | 4    | 4    | 5    | 3    | 2    | 2    | 2    | 2    | 1    |      |   |   |
|                            |       |          |                    | <b>Total</b>                                           | 20       | 3   | 4   | 8   | 10  | 15   | 12   | 14   | 12   | 10   | 12   | 12   | 6    | 6    | 7    | 8    | 6    |   |   |
| <b>Unoccupied</b>          | 17    | 16       | 12                 | 10                                                     | 5        | 8   | 6   | 8   | 10  | 8    | 8    | 14   | 14   | 13   | 12   | 14   |      |      |      |      |      |   |   |
| <b>Percentage Occupied</b> | 15%   | 20%      | 40%                | 50%                                                    | 75%      | 60% | 70% | 60% | 50% | 60%  | 60%  | 30%  | 30%  | 35%  | 40%  | 30%  |      |      |      |      |      |   |   |

| Location                   | Side              | Map Code           | Between             | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|----------------------------|-------------------|--------------------|---------------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Harold St<br>(Street "G")  | North             | G1E                | Villiers and Church | 2P 8am-6pm M-F                             | 3        | 1   | 1   | 2   | 1   | 0    | 1    | 2    | 2    | 2    | 1    | 1    | 3    | 3    | 3    | 1    | 2    |   |   |
|                            |                   |                    |                     | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |                   |                    |                     | 1/2P 8am-6pm M-F                           | 3        | 0   | 1   | 1   | 2   | 2    | 3    | 3    | 1    | 2    | 2    | 1    | 2    | 2    | 3    | 2    | 2    |   |   |
|                            |                   | G2E                | Church and Sorrell  | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |                   |                    |                     | No Parking 8:30am-6pm M-F                  | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            |                   |                    |                     | No Parking (Authorised Car Share Excepted) | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                            | South             | G1W                | Villiers and Church | 2P 8am-6pm M-F                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                            |                   |                    |                     | 2P 8am-6pm M-F Permit Excepted             | 12       | 1   | 1   | 3   | 10  | 10   | 11   | 12   | 7    | 9    | 4    | 6    | 5    | 4    | 7    | 8    | 4    |   |   |
|                            |                   |                    |                     | <b>Total</b>                               | 40       | 16  | 20  | 19  | 30  | 30   | 34   | 37   | 28   | 32   | 24   | 26   | 24   | 24   | 29   | 25   | 21   |   |   |
|                            | G2W               | Church and Sorrell | 1/2P 8am-6pm M-F    | 3                                          | 1        | 1   | 0   | 0   | 0   | 1    | 2    | 0    | 1    | 0    | 1    | 2    | 3    | 3    | 1    | 3    |      |   |   |
|                            |                   |                    | Unrestricted        | 16                                         | 13       | 16  | 13  | 17  | 18  | 18   | 18   | 18   | 18   | 17   | 17   | 12   | 12   | 13   | 13   | 10   |      |   |   |
|                            | <b>Unoccupied</b> | 24                 | 20                  | 21                                         | 10       | 10  | 6   | 3   | 12  | 8    | 16   | 14   | 16   | 16   | 11   | 15   | 19   |      |      |      |      |   |   |
| <b>Percentage Occupied</b> | 40%               | 50%                | 48%                 | 75%                                        | 75%      | 85% | 93% | 70% | 80% | 60%  | 65%  | 60%  | 60%  | 73%  | 63%  | 53%  |      |      |      |      |      |   |   |

| Location                    | Side  | Map Code | Between                   | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|---------------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Isabella St<br>(Street "H") | North | H1N      | Pennant Hills and Sorrell | Unrestricted                   | 13       | 11  | 12  | 13  | 13  | 12   | 12   | 13   | 13   | 13   | 13   | 10   | 10   | 8    | 11   | 12   | 11   |
|                             |       |          |                           | <b>Total</b>                   | 26       | 20  | 20  | 19  | 22  | 23   | 23   | 24   | 23   | 19   | 21   | 19   | 20   | 17   | 21   | 23   | 21   |
|                             | South | H1S      | Pennant Hills and Sorrell | 4P 8am-6pm M-F Permit Excepted | 13       | 9   | 8   | 6   | 9   | 11   | 11   | 11   | 10   | 6    | 8    | 9    | 10   | 9    | 10   | 11   | 10   |
| <b>Unoccupied</b>           | 6     | 6        | 7                         | 4                              | 3        | 3   | 2   | 3   | 7   | 5    | 7    | 6    | 9    | 5    | 3    | 5    |      |      |      |      |      |
| <b>Percentage Occupied</b>  | 77%   | 77%      | 73%                       | 85%                            | 88%      | 88% | 92% | 88% | 73% | 81%  | 73%  | 77%  | 65%  | 81%  | 88%  | 81%  |      |      |      |      |      |

| Location                   | Side  | Map Code | Between           | Restriction                                                                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |
|----------------------------|-------|----------|-------------------|-------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|
| Market St<br>(Street "I")  | North | I1N      | Marist and Church | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
|                            |       |          |                   | No Parking 8am-6pm (Buses & Coaches Excepted) / 2P 6pm-8pm M-S                | 9        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 8    | 9 | 9 |   |
|                            |       |          |                   | No Parking 8am-6pm (Buses & Coaches Excepted)                                 | 2        | 1   | 1   | 1   | 0   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1 | 1 |   |
|                            |       |          |                   | Bus Zone                                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                            | South | I1S      | Marist and Church | No Parking 8am-9:30am 2:30pm-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm S | 6        | 0   | 0   | 3   | 6   | 5    | 6    | 5    | 3    | 1    | 2    | 5    | 6    | 6    | 4    | 6    | 4    |   |   |   |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                            |       |          |                   | No Parking 8am-9:30am 2:30pm-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm S | 2        | 0   | 2   | 2   | 0   | 2    | 2    | 2    | 2    | 2    | 1    | 0    | 2    | 2    | 2    | 2    | 2    | 2 |   |   |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                            |       |          |                   | Disability Parking                                                            | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
| No Stopping                | 0     | 0        | 0                 | 0                                                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |   |   |   |
| <b>Total</b>               |       |          |                   |                                                                               | 20       | 2   | 4   | 7   | 7   | 10   | 9    | 9    | 8    | 4    | 3    | 5    | 8    | 10   | 15   | 18   | 16   |   |   |   |
| <b>Unoccupied</b>          |       |          |                   |                                                                               | 18       | 16  | 13  | 13  | 10  | 11   | 11   | 12   | 16   | 17   | 15   | 12   | 10   | 5    | 2    | 4    |      |   |   |   |
| <b>Percentage Occupied</b> |       |          |                   |                                                                               | 10%      | 20% | 35% | 35% | 50% | 45%  | 45%  | 40%  | 20%  | 15%  | 25%  | 40%  | 50%  | 75%  | 90%  | 80%  |      |   |   |   |

| Location                   | Side         | Map Code | Between            | Restriction              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|--------------------|--------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Ross St<br>(Street "J")    | North        | J1N      | Church and Sorrell | Loading Zone 8am-6pm M-S | 2        | 2   | 1   | 2   | 2   | 2    | 2    | 2    | 1    | 2    | 2    | 1    | 2    | 0    | 0    | 1    |      |
|                            |              |          |                    | 4P 8am-6pm M-S           | 11       | 8   | 10  | 5   | 10  | 9    | 9    | 7    | 9    | 7    | 10   | 9    | 5    | 10   | 9    | 7    | 8    |
|                            | South        | J1S      | Church and Sorrell | Work Zone 8am-6pm M-S    | 4        | 3   | 4   | 4   | 5   | 5    | 4    | 5    | 4    | 5    | 2    | 2    | 1    | 3    | 1    | 2    | 3    |
|                            |              |          |                    | 4P 8am-6pm M-S           | 4        | 2   | 3   | 2   | 3   | 3    | 2    | 3    | 3    | 3    | 4    | 2    | 3    | 2    | 2    | 3    |      |
|                            |              |          |                    | Motorcycle Only          | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    |
|                            | No Parking   | 0        | 0                  | 0                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |
|                            | <b>Total</b> |          |                    |                          |          | 24  | 15  | 18  | 13  | 20   | 19   | 17   | 16   | 18   | 17   | 17   | 10   | 18   | 12   | 11   | 16   |
| <b>Percentage Occupied</b> |              |          |                    |                          | 63%      | 75% | 54% | 83% | 79% | 71%  | 67%  | 75%  | 71%  | 71%  | 71%  | 42%  | 75%  | 50%  | 46%  | 67%  |      |

| Location                   | Side         | Map Code | Between           | Restriction    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|-------------------|----------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Palmer St<br>(Street "K")  | North        | K1N      | Church and Sorell | 4P 8am-8pm M-S | 13       | 1   | 2   | 4   | 6   | 6    | 7    | 9    | 9    | 9    | 8    | 9    | 6    | 10   | 10   | 10   | 10   |
|                            | South        | K1S      | Church and Sorell | 4P 8am-8pm M-S | 15       | 1   | 1   | 3   | 2   | 2    | 6    | 10   | 12   | 15   | 15   | 15   | 15   | 15   | 14   | 15   | 15   |
|                            | <b>Total</b> |          |                   |                |          | 28  | 2   | 3   | 7   | 8    | 8    | 13   | 19   | 21   | 24   | 23   | 24   | 21   | 25   | 24   | 25   |
| <b>Unoccupied</b>          |              |          |                   |                | 26       | 25  | 21  | 20  | 20  | 15   | 9    | 7    | 4    | 5    | 4    | 7    | 3    | 4    | 3    | 3    |      |
| <b>Percentage Occupied</b> |              |          |                   |                | 7%       | 11% | 25% | 29% | 29% | 46%  | 68%  | 75%  | 86%  | 82%  | 86%  | 75%  | 89%  | 86%  | 89%  | 89%  |      |

| Location                   | Side         | Map Code | Between                    | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|----------------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Sorrell Ln<br>(Street "L") | North        | L1N      | Pennants Hills and Sorrell | No Stopping (No space for parking) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South        | L1S      | Pennants Hills and Sorrell | Unrestricted                       | 13       | 4   | 4   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 3    | 5    | 5    |
|                            | <b>Total</b> |          |                            |                                    |          | 13  | 4   | 4   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 3    | 5    | 5    |
| <b>Unoccupied</b>          |              |          |                            |                                    | 9        | 9   | 12  | 12  | 12  | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 10   | 8    | 8    |
| <b>Percentage Occupied</b> |              |          |                            |                                    | 31%      | 31% | 8%  | 8%  | 8%  | 8%   | 8%   | 8%   | 8%   | 8%   | 8%   | 8%   | 8%   | 8%   | 23%  | 38%  | 38%  |

| Location                   | Side              | Map Code                                                     | Between                        | Restriction                                               | Capacity | 600    | 700    | 800    | 900    | 1000   | 1100   | 1200   | 1300   | 1400   | 1500   | 1600   | 1700   | 1800   | 1900   | 2000   | 2100   |        |        |
|----------------------------|-------------------|--------------------------------------------------------------|--------------------------------|-----------------------------------------------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Sorrell St<br>(Street "M") | East              | M1E                                                          | Sorrell Ln and Isabella        | Unrestricted                                              | 7        | 2      | 4      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 4      | 4      | 1      | 1      | 1      | 1      |        |        |
|                            |                   | M2E                                                          | Isabella and Albert            | No Parking 8:30-9:30am 3-4pm M-F<br>Unrestricted          | 1<br>7   | 0<br>2 | 0<br>5 | 0<br>7 | 0<br>6 | 0<br>6 | 0<br>6 | 1<br>6 | 1<br>5 | 1<br>5 | 0<br>5 | 0<br>6 | 0<br>5 | 0<br>3 | 1<br>2 | 0<br>2 | 0<br>2 | 0<br>2 |        |
|                            |                   | M3E                                                          | Albert and Harold              | 4P 8am-6pm M-F Permit Excepted                            | 11       | 4      | 4      | 6      | 11     | 11     | 11     | 10     | 7      | 8      | 7      | 9      | 8      | 7      | 6      | 5      | 5      | 5      |        |
|                            |                   | M4E                                                          | Harold and Fennell             | 4P 8am-6pm M-F Permit Excepted                            | 3        | 2      | 2      | 2      | 2      | 3      | 3      | 2      | 3      | 2      | 2      | 3      | 3      | 1      | 2      | 2      | 2      | 2      |        |
|                            |                   |                                                              |                                | 10minP 6:30am-9:30am 2:30pm-6pm M-F<br>Disability Parking | 2<br>1   | 1<br>0 | 1<br>0 | 1<br>0 | 2<br>0 | 1<br>0 | 1<br>0 | 2<br>0 | 2<br>0 | 0<br>0 | 0<br>0 | 0<br>0 | 0<br>1 | 0<br>0 | 0<br>0 | 1<br>0 | 0<br>0 | 0<br>0 | 0<br>0 |
|                            |                   |                                                              |                                | 4P 8am-6pm M-F Permit Excepted                            | 3        | 1      | 2      | 3      | 2      | 3      | 3      | 3      | 3      | 3      | 3      | 3      | 2      | 1      | 0      | 1      | 0      | 1      | 0      |
|                            |                   | M5E                                                          | Fennel and Grose               | 10P 8am-6pm M-F Permit Excepted                           | 9        | 3      | 3      | 4      | 7      | 7      | 7      | 7      | 6      | 6      | 7      | 7      | 3      | 3      | 4      | 3      | 3      | 3      |        |
|                            | M6E               | Grose and Ross                                               | 4P 8am-6pm M-S Permit Excepted | 7                                                         | 2        | 4      | 3      | 4      | 7      | 5      | 5      | 5      | 2      | 5      | 5      | 3      | 5      | 4      | 3      | 2      | 1      |        |        |
|                            |                   |                                                              | No Stopping                    | 0                                                         | 0        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |        |
|                            | M7E               | Ross and Victoria                                            | 4P 8am-8pm M-S Permit Excepted | 7                                                         | 1        | 4      | 4      | 7      | 7      | 7      | 7      | 6      | 6      | 6      | 5      | 6      | 5      | 7      | 7      | 5      | 0      |        |        |
|                            | West              | M1W                                                          | Sorrell Ln and Isabella        | 4P 8am-6pm M-F Permit Excepted                            | 4        | 0      | 0      | 0      | 0      | 2      | 2      | 2      | 3      | 4      | 2      | 2      | 1      | 0      | 0      | 0      | 0      |        |        |
|                            |                   | M2W                                                          | Isabella and Albert            | 4P 8am-6pm M-F Permit Excepted                            | 10       | 1      | 1      | 0      | 6      | 8      | 7      | 7      | 6      | 4      | 5      | 4      | 4      | 2      | 2      | 2      | 2      |        |        |
|                            |                   | M3W                                                          | Albert and Harold              | 4P 8am-6pm M-F Permit Excepted                            | 10       | 2      | 3      | 5      | 8      | 8      | 8      | 8      | 5      | 8      | 8      | 8      | 6      | 3      | 2      | 2      | 2      |        |        |
|                            |                   | M4W                                                          | Harold and Fennell             | 4P 8am-6pm M-F Permit Excepted                            | 7        | 4      | 3      | 6      | 7      | 7      | 7      | 6      | 7      | 7      | 7      | 6      | 3      | 3      | 3      | 2      | 2      |        |        |
|                            |                   | M5W                                                          | Fennel and Grose               | 2P 8am-6pm M-F Permit Excepted                            | 10       | 2      | 2      | 3      | 4      | 7      | 8      | 7      | 8      | 6      | 4      | 7      | 4      | 5      | 6      | 5      | 5      |        |        |
|                            |                   | M6W                                                          | Grose and Ross                 | 4P 8am-6pm M-S Permit Excepted                            | 8        | 3      | 2      | 3      | 5      | 6      | 6      | 6      | 7      | 6      | 5      | 7      | 5      | 6      | 6      | 3      | 3      |        |        |
|                            |                   |                                                              |                                | No Stopping                                               | 0        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |        |
| M7W                        | Ross and Victoria | 4P 8am-6pm M-S<br>No Parking (Authorised Car Share Excepted) | 9<br>1                         | 8<br>1                                                    | 6<br>1   | 2<br>1 | 4<br>0 | 5<br>0 | 6<br>1 | 7<br>0 | 7<br>0 | 7<br>1 | 2<br>1 | 1<br>0 | 1<br>0 | 4<br>1 | 5<br>1 | 6<br>1 | 5<br>1 | 5<br>1 |        |        |        |
| <b>Total</b>               |                   |                                                              |                                |                                                           | 117      | 39     | 47     | 56     | 82     | 95     | 95     | 92     | 88     | 78     | 74     | 77     | 61     | 53     | 54     | 40     | 36     |        |        |
| <b>Unoccupied</b>          |                   |                                                              |                                |                                                           | 78       | 70     | 61     | 35     | 22     | 22     | 25     | 29     | 39     | 43     | 40     | 56     | 64     | 63     | 77     | 81     |        |        |        |
| <b>Percentage Occupied</b> |                   |                                                              |                                |                                                           | 33%      | 40%    | 48%    | 70%    | 81%    | 81%    | 79%    | 75%    | 67%    | 63%    | 66%    | 52%    | 45%    | 46%    | 34%    | 31%    |        |        |        |

| Location                    | Side  | Map Code | Between             | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|---------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Victoria Rd<br>(Street "N") | North | N1N      | Villiers and Church | No Stopping (Clearway 6-10am 3-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       | N2N      | Church and Sorrell  | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             | South | N1S      | Villiers and Church | No Parking                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       | N2S      | Church and Sorrell  | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>                |       |          |                     |                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Unoccupied</b>           |       |          |                     |                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Percentage Occupied</b>  |       |          |                     |                                         | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |

TTM Data

TTM Reference: 19SYD0164

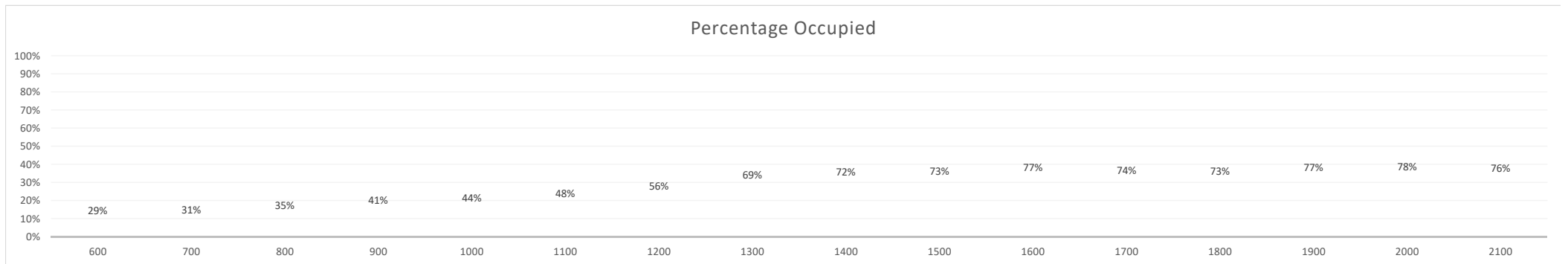
Location: North Parramatta

Date: Saturday, 19 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 465                 | 137 | 143 | 162 | 190 | 204  | 223  | 261  | 320  | 336  | 341  | 359  | 343  | 338  | 358  | 364  | 354  |
|                     | Unoccupied          | 328 | 322 | 303 | 275 | 261  | 242  | 204  | 145  | 129  | 124  | 106  | 122  | 127  | 107  | 101  | 111  |
|                     | Percentage Occupied | 29% | 31% | 35% | 41% | 44%  | 48%  | 56%  | 69%  | 72%  | 73%  | 77%  | 74%  | 73%  | 77%  | 78%  | 76%  |



| Location               | Side  | Map Code | Between            | Restriction                    | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|------------------------|-------|----------|--------------------|--------------------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Albert St (Street "A") | North | A1E      | Church and Sorrell | Unrestricted                   | 17         | 15  | 15  | 15  | 14  | 14   | 12   | 12   | 12   | 9    | 13   | 14   | 13   | 16   | 13   | 15   | 13   |   |
|                        | South | A1W      | Church and Sorrell | No Stopping                    | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                        |       |          |                    | 4P 8am-6pm M-F Permit Excepted | 19         | 12  | 13  | 13  | 15  | 15   | 15   | 12   | 13   | 10   | 9    | 11   | 11   | 10   | 12   | 15   | 17   |   |
|                        |       |          |                    | <b>Total</b>                   | 36         | 27  | 28  | 28  | 29  | 27   | 24   | 25   | 19   | 22   | 25   | 24   | 26   | 25   | 30   | 30   |      |   |
|                        |       |          |                    |                                | Unoccupied | 9   | 8   | 8   | 7   | 7    | 9    | 12   | 11   | 17   | 14   | 11   | 12   | 10   | 11   | 6    | 6    |   |
|                        |       |          |                    | Percentage Occupied            | 75%        | 78% | 78% | 81% | 81% | 75%  | 67%  | 69%  | 53%  | 61%  | 69%  | 67%  | 72%  | 69%  | 83%  | 83%  |      |   |

| Location                | Side  | Map Code | Between            | Restriction                                | Capacity     | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|-------------------------|-------|----------|--------------------|--------------------------------------------|--------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Fennell St (Street "C") | North | C1N      | Church and Sorrell | 10P 8am-6pm M-S (1/4P Free with Ticket)    | 5            | 0   | 0   | 0   | 1   | 0    | 2    | 2    | 4    | 2    | 1    | 2    | 2    | 4    | 4    | 2    | 2    |    |
|                         |       |          |                    | 10P 8am-6pm M-S Excepted                   | 6            | 4   | 4   | 5   | 5   | 4    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 5    | 6    | 6  |
|                         | South | C1S      | Church and Sorrell | 4P 8am-6pm M-S                             | 2            | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 2    | 1    | 0    | 1    | 2    | 2    | 2    | 2    | 3    | 2  |
|                         |       |          |                    | Loading Zone                               | 1            | 0   | 0   | 0   | 1   | 0    | 1    | 1    | 0    | 0    | 0    | 1    | 0    | 1    | 1    | 1    | 2    | 2  |
|                         |       |          |                    | 4P 8am-6pm M-S                             | 4            | 1   | 1   | 1   | 0   | 1    | 2    | 2    | 4    | 3    | 2    | 2    | 3    | 3    | 3    | 3    | 3    | 2  |
|                         |       |          |                    | 4P 8am-6pm M-S Permit Excepted             | 7            | 3   | 3   | 3   | 3   | 5    | 5    | 4    | 4    | 4    | 4    | 4    | 6    | 6    | 6    | 6    | 7    | 7  |
|                         |       |          |                    | No Parking (Authorised Car Share Excepted) | 1            | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  |
|                         |       |          |                    |                                            | <b>Total</b> | 26  | 9   | 9   | 10  | 11   | 12   | 17   | 16   | 20   | 16   | 13   | 16   | 19   | 21   | 22   | 24   | 22 |
|                         |       |          |                    |                                            | Unoccupied   | 17  | 17  | 16  | 15  | 14   | 9    | 10   | 6    | 10   | 13   | 10   | 7    | 5    | 4    | 2    | 4    |    |
|                         |       |          |                    | Percentage Occupied                        | 35%          | 35% | 38% | 42% | 46% | 65%  | 62%  | 77%  | 62%  | 50%  | 62%  | 73%  | 81%  | 85%  | 92%  | 85%  |      |    |

| Location                          | Side | Map Code | Between | Restriction                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |  |
|-----------------------------------|------|----------|---------|-----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|--|
| Fennel St Carpark<br>(Street "D") | D1N  | N/A      |         | Disability Parking          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |  |
|                                   |      |          |         | Unrestricted Ticket Parking | 115      | 2   | 2   | 6   | 10  | 16   | 24   | 49   | 90   | 107  | 103  | 107  | 97   | 102  | 105  | 107  | 101  |   |  |
|                                   |      |          |         | <b>Total</b>                | 116      | 2   | 2   | 6   | 10  | 16   | 24   | 49   | 90   | 107  | 103  | 107  | 97   | 102  | 105  | 107  | 101  |   |  |
|                                   |      |          |         | <b>Unoccupied</b>           | 114      | 114 | 110 | 106 | 100 | 92   | 67   | 26   | 9    | 13   | 9    | 19   | 14   | 11   | 9    | 15   |      |   |  |
|                                   |      |          |         | <b>Percentage Occupied</b>  | 2%       | 2%  | 5%  | 9%  | 14% | 21%  | 42%  | 78%  | 92%  | 89%  | 92%  | 84%  | 88%  | 91%  | 92%  | 87%  |      |   |  |

| Location                   | Side  | Map Code | Between            | Restriction                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |
|----------------------------|-------|----------|--------------------|--------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|
| Grose St<br>(Street "F")   | North | F1E      | Church and Sorrell | Loading Zone                                           | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 1    |    |    |
|                            |       |          |                    | 4P 8am-6pm M-S Permit Excepted (1/4P Free with Ticket) | 11       | 1   | 1   | 1   | 0   | 1    | 5    | 1    | 4    | 8    | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10 | 9  |
|                            | South | F1W      | Church and Sorrell | No Parking                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |
|                            |       |          |                    | 4P 8am-6pm M-S Permit Excepted (1/4P Free with Ticket) | 8        | 2   | 2   | 2   | 3   | 4    | 4    | 4    | 5    | 5    | 7    | 6    | 7    | 7    | 7    | 7    | 7    | 7  | 7  |
|                            |       |          |                    | <b>Total</b>                                           | 20       | 3   | 3   | 3   | 3   | 5    | 9    | 5    | 9    | 13   | 18   | 16   | 17   | 17   | 18   | 17   | 18   | 17 | 17 |
| <b>Unoccupied</b>          | 17    | 17       | 17                 | 17                                                     | 15       | 11  | 15  | 11  | 7   | 2    | 4    | 3    | 3    | 2    | 3    | 3    |      |      |      |      |      |    |    |
| <b>Percentage Occupied</b> | 15%   | 15%      | 15%                | 15%                                                    | 25%      | 45% | 25% | 45% | 65% | 90%  | 80%  | 85%  | 85%  | 90%  | 85%  | 85%  |      |      |      |      |      |    |    |

| Location                   | Side              | Map Code           | Between             | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |
|----------------------------|-------------------|--------------------|---------------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|
| Harold St<br>(Street "G")  | North             | G1E                | Villiers and Church | 2P 8am-6pm M-F                             | 3        | 1   | 1   | 1   | 3   | 3    | 3    | 3    | 2    | 3    | 3    | 3    | 3    | 3    | 1    | 1    | 0    |    |    |
|                            |                   |                    |                     | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |
|                            |                   |                    |                     | 1/2P 8am-6pm M-F                           | 3        | 3   | 3   | 3   | 2   | 1    | 1    | 3    | 3    | 3    | 3    | 1    | 1    | 2    | 3    | 2    | 3    |    |    |
|                            |                   | G2E                | Church and Sorrell  | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |
|                            |                   |                    |                     | No Parking 8:30am-6pm M-F                  | 1        | 1   | 1   | 1   | 1   | 1    | 0    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  | 1  |
|                            |                   |                    |                     | No Parking (Authorised Car Share Excepted) | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |
|                            | South             | G1W                | Villiers and Church | 2P 8am-6pm M-F                             | 1        | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 1  |    |
|                            |                   |                    |                     | 2P 8am-6pm M-F Permit Excepted             | 12       | 4   | 4   | 4   | 5   | 5    | 5    | 4    | 6    | 9    | 10   | 10   | 12   | 9    | 10   | 11   | 10   |    |    |
|                            |                   |                    |                     | <b>Total</b>                               | 40       | 24  | 24  | 24  | 29  | 25   | 26   | 30   | 28   | 33   | 36   | 35   | 37   | 33   | 32   | 33   | 32   | 33 | 31 |
|                            | G2W               | Church and Sorrell | 1/2P 8am-6pm M-F    | 3                                          | 0        | 0   | 0   | 3   | 2   | 3    | 3    | 2    | 3    | 3    | 3    | 3    | 3    | 2    | 2    | 1    | 1    |    |    |
|                            |                   |                    | Unrestricted        | 16                                         | 15       | 15  | 15  | 14  | 12  | 13   | 15   | 14   | 14   | 16   | 16   | 16   | 16   | 16   | 15   | 16   | 15   |    |    |
|                            | <b>Unoccupied</b> | 16                 | 16                  | 16                                         | 11       | 15  | 14  | 10  | 12  | 7    | 4    | 5    | 3    | 7    | 8    | 7    | 9    |      |      |      |      |    |    |
| <b>Percentage Occupied</b> | 60%               | 60%                | 60%                 | 73%                                        | 63%      | 65% | 75% | 70% | 83% | 90%  | 88%  | 93%  | 83%  | 80%  | 83%  | 78%  |      |      |      |      |      |    |    |

| Location                    | Side  | Map Code | Between                   | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|---------------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Isabella St<br>(Street "H") | North | H1N      | Pennant Hills and Sorrell | Unrestricted                   | 13       | 10  | 10  | 12  | 9   | 12   | 10   | 11   | 12   | 12   | 12   | 10   | 10   | 10   | 12   | 13   | 12   |
|                             |       |          |                           | 4P 8am-6pm M-F Permit Excepted | 13       | 9   | 9   | 9   | 11  | 12   | 9    | 9    | 8    | 12   | 11   | 12   | 11   | 10   | 10   | 8    | 11   |
|                             | South | H1S      | Pennant Hills and Sorrell | <b>Total</b>                   | 26       | 19  | 19  | 21  | 20  | 24   | 19   | 20   | 20   | 24   | 23   | 22   | 21   | 20   | 22   | 21   | 23   |
| <b>Unoccupied</b>           | 7     | 7        | 5                         | 6                              | 2        | 7   | 6   | 6   | 2   | 3    | 4    | 5    | 6    | 4    | 5    | 3    |      |      |      |      |      |
| <b>Percentage Occupied</b>  | 73%   | 73%      | 81%                       | 77%                            | 92%      | 73% | 77% | 77% | 92% | 88%  | 85%  | 81%  | 77%  | 85%  | 81%  | 88%  |      |      |      |      |      |

| Location                   | Side  | Map Code | Between           | Restriction                                                                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |   |
|----------------------------|-------|----------|-------------------|-------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Market St<br>(Street "I")  | North | I1N      | Marist and Church | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                            |       |          |                   | No Parking 8am-6pm (Buses & Coaches Excepted) / 2P 6pm-8pm M-S                | 9        | 2   | 1   | 0   | 1   | 1    | 1    | 1    | 7    | 9    | 8    | 9    | 7    | 4    | 7    | 8    | 9    |   |   |   |   |
|                            |       |          |                   | No Parking 8am-6pm (Buses & Coaches Excepted)                                 | 1        | 1   | 1   | 1   | 1   | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1 | 1 | 1 |   |
|                            |       |          |                   | Bus Zone                                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1 | 0 | 0 |   |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1 | 0 | 0 |   |
|                            | South | I1S      | Marist and Church | No Parking 8am-9:30am 2:30pm-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm S | 6        | 0   | 2   | 6   | 5   | 5    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 4    | 6    | 6    | 5    | 6 |   |   |   |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0 | 0 | 0 |   |
|                            |       |          |                   | No Parking 8am-9:30am 2:30pm-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F 8am-8pm S | 2        | 0   | 0   | 2   | 2   | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2    | 2    | 2 | 2 | 2 | 2 |
|                            |       |          |                   | No Stopping                                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 0    | 0    | 0 | 1 |   |   |
|                            |       |          |                   | Disability Parking                                                            | 1        | 0   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1 | 0 | 1 |   |
| No Stopping                |       |          |                   |                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
| <b>Total</b>               |       |          |                   |                                                                               | 19       | 3   | 5   | 10  | 10  | 8    | 10   | 11   | 17   | 21   | 18   | 21   | 17   | 16   | 18   | 16   | 20   |   |   |   |   |
| <b>Unoccupied</b>          |       |          |                   |                                                                               | 16       | 14  | 9   | 9   | 11  | 9    | 8    | 2    | -2   | 1    | -2   | 2    | 3    | 1    | 3    | -1   |      |   |   |   |   |
| <b>Percentage Occupied</b> |       |          |                   |                                                                               | 16%      | 26% | 53% | 53% | 42% | 53%  | 58%  | 89%  | 111% | 95%  | 111% | 89%  | 84%  | 95%  | 84%  | 105% |      |   |   |   |   |

| Location                | Side                       | Map Code | Between            | Restriction              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |
|-------------------------|----------------------------|----------|--------------------|--------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|
| Ross St<br>(Street "J") | North                      | J1N      | Church and Sorrell | Loading Zone 8am-6pm M-S | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 1    | 1    | 0    | 0    | 0    | 0    | 2    | 2    | 2    |    |    |
|                         |                            |          |                    | 4P 8am-6pm M-S           | 11       | 10  | 10  | 11  | 9   | 7    | 11   | 9    | 10   | 8    | 7    | 10   | 9    | 9    | 9    | 9    | 9    | 10 |    |
|                         | South                      | J1S      | Church and Sorrell | Work Zone 8am-6pm M-S    | 4        | 2   | 2   | 2   | 2   | 2    | 1    | 4    | 4    | 0    | 0    | 1    | 1    | 0    | 4    | 3    | 3    |    |    |
|                         |                            |          |                    | 4P 8am-6pm M-S           | 4        | 3   | 3   | 3   | 3   | 2    | 1    | 3    | 3    | 3    | 4    | 2    | 2    | 3    | 2    |      |      |    |    |
|                         |                            |          |                    | Motorcycle Only          | 3        | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0  |    |
|                         |                            |          |                    | No Parking               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |
|                         |                            |          |                    | <b>Total</b>             |          |     |     |     | 24  | 17   | 17   | 18   | 17   | 14   | 16   | 16   | 18   | 12   | 10   | 15   | 15   | 11 | 17 |
|                         | <b>Unoccupied</b>          |          |                    |                          |          | 7   | 7   | 6   | 7   | 10   | 8    | 8    | 6    | 12   | 14   | 9    | 9    | 13   | 7    | 7    | 7    |    |    |
|                         | <b>Percentage Occupied</b> |          |                    |                          |          | 71% | 71% | 75% | 71% | 58%  | 67%  | 67%  | 75%  | 50%  | 42%  | 63%  | 63%  | 46%  | 71%  | 71%  | 71%  |    |    |

| Location                   | Side              | Map Code | Between           | Restriction    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|-------------------|----------|-------------------|----------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Palmer St<br>(Street "K")  | North             | K1N      | Church and Sorell | 4P 8am-8pm M-S | 13       | 1   | 0   | 0   | 6   | 6    | 8    | 8    | 8    | 7    | 8    | 9    | 8    | 9    | 9    | 9    | 9    |    |
|                            | South             | K1S      | Church and Sorell | 4P 8am-8pm M-S | 15       | 3   | 3   | 1   | 1   | 0    | 2    | 8    | 10   | 12   | 16   | 15   | 16   | 15   | 15   | 15   | 15   |    |
|                            | <b>Total</b>      |          |                   |                |          | 28  | 4   | 3   | 1   | 7    | 6    | 10   | 16   | 18   | 19   | 24   | 24   | 24   | 24   | 24   | 24   | 24 |
|                            | <b>Unoccupied</b> |          |                   |                |          | 24  | 25  | 27  | 21  | 22   | 18   | 12   | 10   | 9    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4  |
| <b>Percentage Occupied</b> |                   |          |                   |                | 14%      | 11% | 4%  | 25% | 21% | 36%  | 57%  | 64%  | 68%  | 86%  | 86%  | 86%  | 86%  | 86%  | 86%  | 86%  | 86%  |    |

| Location                   | Side         | Map Code | Between                    | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |  |
|----------------------------|--------------|----------|----------------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Sorrell Ln<br>(Street "L") | North        | L1N      | Pennants Hills and Sorrell | No Stopping (No space for parking) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
|                            | South        | L1S      | Pennants Hills and Sorrell | Unrestricted                       | 13       | 4   | 2   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 4    | 4    | 5    |  |
|                            | <b>Total</b> |          |                            |                                    |          | 13  | 4   | 2   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 4    | 4    | 5    |  |
| <b>Unoccupied</b>          |              |          |                            |                                    | 9        | 11  | 10  | 10  | 10  | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 9    | 9    | 8    |  |
| <b>Percentage Occupied</b> |              |          |                            |                                    | 31%      | 15% | 23% | 23% | 23% | 23%  | 23%  | 23%  | 23%  | 23%  | 23%  | 23%  | 23%  | 23%  | 31%  | 31%  | 38%  |  |



| Location                   | Side              | Map Code                                   | Between                         | Restriction                                      | Capacity | 600    | 700    | 800    | 900    | 1000   | 1100   | 1200   | 1300   | 1400   | 1500   | 1600   | 1700   | 1800   | 1900   | 2000   | 2100   |        |   |
|----------------------------|-------------------|--------------------------------------------|---------------------------------|--------------------------------------------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|
| Sorrell St<br>(Street "M") | East              | M1E                                        | Sorrell Ln and Isabella         | Unrestricted                                     | 7        | 2      | 2      | 2      | 4      | 5      | 4      | 4      | 2      | 2      | 2      | 2      | 2      | 2      | 1      | 1      | 1      |        |   |
|                            |                   | M2E                                        | Isabella and Albert             | No Parking 8:30-9:30am 3-4pm M-F<br>Unrestricted | 1<br>7   | 0<br>3 | 0<br>3 | 0<br>3 | 0<br>3 | 0<br>3 | 0<br>4 | 0<br>4 | 0<br>3 | 0<br>3 | 0<br>4 | 0<br>4 | 0<br>4 | 0<br>4 | 0<br>4 | 0<br>4 | 0<br>4 | 0<br>4 |   |
|                            |                   | M3E                                        | Albert and Harold               | 4P 8am-6pm M-F Permit Excepted                   | 11       | 1      | 1      | 1      | 2      | 3      | 4      | 3      | 6      | 5      | 5      | 6      | 5      | 5      | 5      | 5      | 4      | 3      |   |
|                            |                   | M4E                                        | Harold and Fennell              | 4P 8am-6pm M-F Permit Excepted                   | 3        | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 3      | 3      | 3 |
|                            |                   |                                            |                                 | 10minP 6:30am-9:30am 2:30pm-6pm M-F              | 2        | 1      | 1      | 1      | 2      | 1      | 0      | 1      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2      | 2 |
|                            |                   |                                            |                                 | Disability Parking                               | 1        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0 |
|                            |                   |                                            |                                 | 4P 8am-6pm M-F Permit Excepted                   | 3        | 1      | 1      | 1      | 1      | 1      | 1      | 2      | 3      | 3      | 3      | 2      | 3      | 2      | 3      | 3      | 3      | 3      | 3 |
|                            | M5E               | Fennel and Grose                           | 10P 8am-6pm M-F Permit Excepted | 9                                                | 1        | 1      | 1      | 4      | 5      | 7      | 8      | 7      | 9      | 9      | 9      | 9      | 6      | 6      | 6      | 7      | 7      |        |   |
|                            | M6E               | Grose and Ross                             | 4P 8am-6pm M-S Permit Excepted  | 7                                                | 1        | 1      | 3      | 1      | 2      | 5      | 7      | 6      | 6      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 5      |   |
|                            |                   |                                            | No Stopping                     | 0                                                | 0        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0 |
|                            | M7E               | Ross and Victoria                          | 4P 8am-8pm M-S Permit Excepted  | 7                                                | 2        | 6      | 6      | 6      | 7      | 7      | 6      | 6      | 6      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 7      | 7      |   |
|                            | West              | M1W                                        | Sorrell Ln and Isabella         | 4P 8am-6pm M-F Permit Excepted                   | 4        | 0      | 0      | 0      | 0      | 4      | 2      | 2      | 0      | 0      | 0      | 1      | 1      | 1      | 1      | 1      | 1      | 1      |   |
|                            |                   | M2W                                        | Isabella and Albert             | 4P 8am-6pm M-F Permit Excepted                   | 10       | 0      | 0      | 0      | 0      | 1      | 1      | 1      | 2      | 2      | 3      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |   |
|                            |                   | M3W                                        | Albert and Harold               | 4P 8am-6pm M-F Permit Excepted                   | 10       | 1      | 1      | 1      | 3      | 2      | 2      | 3      | 5      | 6      | 6      | 6      | 5      | 3      | 4      | 5      | 4      |        |   |
|                            |                   | M4W                                        | Harold and Fennell              | 4P 8am-6pm M-F Permit Excepted                   | 7        | 4      | 4      | 4      | 4      | 4      | 4      | 4      | 5      | 6      | 4      | 4      | 5      | 5      | 5      | 5      | 6      | 5      |   |
|                            |                   | M5W                                        | Fennel and Grose                | 2P 8am-6pm M-F Permit Excepted                   | 10       | 3      | 3      | 3      | 5      | 7      | 6      | 8      | 9      | 7      | 8      | 8      | 8      | 6      | 9      | 7      | 7      |        |   |
|                            |                   | M6W                                        | Grose and Ross                  | 4P 8am-6pm M-S Permit Excepted                   | 8        | 2      | 2      | 2      | 6      | 6      | 6      | 7      | 7      | 5      | 3      | 6      | 5      | 4      | 6      | 5      | 5      |        |   |
| No Stopping                |                   |                                            |                                 | 0                                                | 0        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |   |
| M7W                        | Ross and Victoria | 4P 8am-6pm M-S                             | 9                               | 0                                                | 2        | 7      | 8      | 9      | 6      | 8      | 6      | 4      | 6      | 7      | 7      | 7      | 7      | 7      | 8      | 5      |        |        |   |
|                            |                   | No Parking (Authorised Car Share Excepted) | 1                               | 1                                                | 1        | 1      | 0      | 0      | 0      | 0      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      |        |        |   |
| <b>Total</b>               |                   |                                            |                                 |                                                  | 117      | 25     | 31     | 38     | 51     | 62     | 62     | 71     | 72     | 69     | 71     | 75     | 69     | 65     | 71     | 71     | 64     |        |   |
| <b>Unoccupied</b>          |                   |                                            |                                 |                                                  | 92       | 86     | 79     | 66     | 55     | 55     | 46     | 45     | 48     | 46     | 42     | 48     | 52     | 46     | 46     | 46     | 53     |        |   |
| <b>Percentage Occupied</b> |                   |                                            |                                 |                                                  | 21%      | 26%    | 32%    | 44%    | 53%    | 53%    | 61%    | 62%    | 59%    | 61%    | 64%    | 59%    | 56%    | 61%    | 61%    | 55%    |        |        |   |

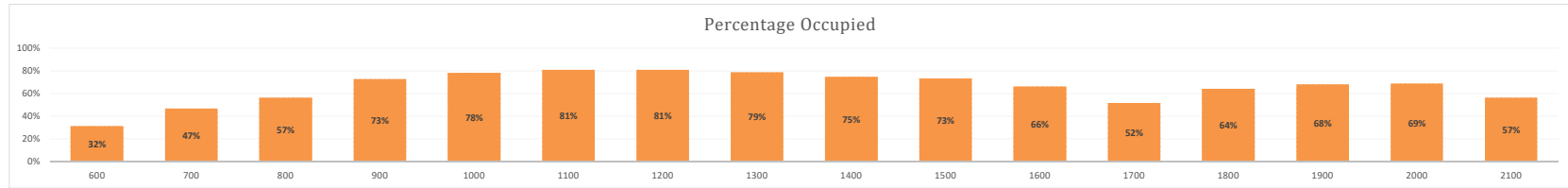
| Location                    | Side  | Map Code | Between             | Restriction                             | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-----------------------------|-------|----------|---------------------|-----------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Victoria Rd<br>(Street "N") | North | N1N      | Villiers and Church | No Stopping (Clearway 6-10am 3-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       | N2N      | Church and Sorrell  | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             | South | N1S      | Villiers and Church | No Parking                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                             |       | N2S      | Church and Sorrell  | No Stopping                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>                |       |          |                     |                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Unoccupied</b>           |       |          |                     |                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Percentage Occupied</b>  |       |          |                     |                                         | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |

TTM Data

TTM Reference: 19SYD0001  
 Location: Parramatta CBD  
 Date: Thursday, 7 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 522        | 165 | 245 | 296 | 381 | 409  | 423  | 423  | 413  | 391  | 383  | 347  | 271  | 336  | 357  | 359  | 296  |
|                     | Unoccupied | 357 | 277 | 226 | 141 | 113  | 99   | 99   | 109  | 131  | 139  | 175  | 251  | 186  | 165  | 163  | 226  |
| Percentage Occupied | 32%        | 47% | 57% | 73% | 78% | 81%  | 81%  | 79%  | 75%  | 73%  | 66%  | 62%  | 64%  | 68%  | 69%  | 57%  |      |



| Location                   | Side        | Map Code                                                       | Between             | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |   |  |
|----------------------------|-------------|----------------------------------------------------------------|---------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|---|--|
| Charles St<br>(Street "A") | East        | A1E                                                            | Phillip and George  | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |  |
|                            |             |                                                                |                     | Disability Parking                        | 1        | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0            | 0  | 0 |  |
|                            |             |                                                                |                     | 2P 8am-8pm M-F 4P 8am-8pm S               | 8        | 4   | 3   | 6   | 7   | 7    | 8    | 8    | 6    | 8    | 7    | 3    | 6    | 8    | 7    | 6    | 8    | 7            | 6  |   |  |
|                            |             |                                                                |                     | No Parking (Authorised Vehicles Excepted) | 1        | 1   | 1   | 1   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1            | 0  |   |  |
|                            |             |                                                                |                     | Loading zone                              | 2        | 0   | 0   | 2   | 2   | 2    | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 0    | 2            | 2  |   |  |
|                            |             | No Parking (Buses and Coaches Excepted)                        | 0                   | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |  |
|                            |             | A2E                                                            | George and Union    | Bus Zone                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |   |  |
|                            |             | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                        | 6                   | 1                                         | 2        | 5   | 6   | 6   | 6   | 6    | 6    | 6    | 6    | 6    | 6    | 4    | 1    | 2    | 2    | 3    | 3    |              |    |   |  |
|                            |             | A3E                                                            | Union and Macquarie | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S   | 4        | 3   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 3    | 3    | 3    | 1    | 2    | 0    | 2    | 1            |    |   |  |
|                            |             | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S | 2                   | 0                                         | 1        | 1   | 2   | 2   | 1   | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |              |    |   |  |
|                            | No Stopping | 0                                                              | 0                   | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |    |   |  |
|                            | West        | A1W                                                            | Phillip and George  | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |  |
|                            |             |                                                                |                     | 2P 8am-8pm M-F 4P 8am-8pm S               | 5        | 1   | 1   | 4   | 5   | 5    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 5    | 4    | 3            |    |   |  |
|                            |             |                                                                |                     | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |   |  |
|                            |             |                                                                |                     | Taxi Zone                                 | 4        | 0   | 0   | 0   | 1   | 3    | 3    | 4    | 0    | 1    | 0    | 2    | 2    | 0    | 0    | 0    | 2    | 0            |    |   |  |
|                            |             | A2W                                                            | George and Union    | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |  |
|                            |             | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                        | 7                   | 2                                         | 5        | 7   | 8   | 8   | 8   | 8    | 8    | 7    | 7    | 7    | 6    | 7    | 7    | 7    | 7    | 4    |      | Yes          |    |   |  |
|                            |             | A3W                                                            | Union and Macquarie | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S   | 1        | 0   | 1   | 1   | 2   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0            |    |   |  |
|                            |             | No Parking                                                     | 0                   | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |    |   |  |
|                            |             | <b>Total</b>                                                   |                     |                                           |          |     | 41  | 12  | 18  | 32   | 39   | 39   | 36   | 40   | 36   | 31   | 32   | 30   | 20   | 25   | 24   | 29           | 19 |   |  |
| <b>Unoccupied</b>          |             |                                                                |                     |                                           | 29       | 23  | 9   | 2   | 2   | 5    | 1    | 5    | 10   | 9    | 11   | 21   | 16   | 17   | 12   | 22   |      |              |    |   |  |
| <b>Percentage Occupied</b> |             |                                                                |                     |                                           | 29%      | 44% | 78% | 95% | 95% | 88%  | 98%  | 88%  | 76%  | 78%  | 73%  | 49%  | 61%  | 59%  | 71%  | 46%  |      |              |    |   |  |

| Location                  | Side             | Map Code             | Between                                 | Restriction                                                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |     |     |     |
|---------------------------|------------------|----------------------|-----------------------------------------|------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|-----|-----|-----|
| Church St<br>(Street "B") | East             | B1E                  | Victoria and Palmer                     | No Stopping (Taxis Excepted 1 minute)                            | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |     |     |     |
|                           |                  |                      |                                         | P15min                                                           | 3        | 0   | 0   | 3   | 3   | 3    | 3    | 2    | 2    | 3    | 2    | 2    | 1    | 3    | 3    | 1    | 3    |              |    |     |     |     |
|                           |                  |                      |                                         | Bus Zone                                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  | B2E                  | Palmer and Market                       | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  | B3E                  | Market and Phillip                      | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  |                      |                                         | 1/4P 8am-6pm M-F 2P 6pm-8pm M-S                                  | 1        | 0   | 0   | 1   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1            | 1  | 1   |     |     |
|                           |                  |                      |                                         | Loading Zone (8am-6pm M-F), 2P 6pm-8pm M-S                       | 2        | 1   | 0   | 0   | 0   | 1    | 1    | 0    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2            | 2  | 2   |     |     |
|                           |                  |                      |                                         | Disability Parking                                               | 1        | 0   | 0   | 0   | 1   | 1    | 1    | 0    | 1    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 1    | 1            | 1  | 0   |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  |                      |                                         | Bus Zone                                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           | B4E              | Phillip and George   | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S          | 3                                                                | 2        | 1   | 0   | 2   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3            | 3  |     |     |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S          | 3                                                                | 0        | 2   | 0   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3            | 3  |     |     |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 1   | Yes |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           | B5E              | George and Macquarie | 1P 8am-6pm M-S, 2P 6pm-8pm M-S          | 2                                                                | 1        | 1   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  |     |     |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S          | 2                                                                | 1        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  |     |     |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           | West             | B1W                  | Victoria and Palmer                     | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  | B2W                  | Palmer and Market                       | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  | B3W                  | Market and Phillip                      | Taxi Zone                                                        | 2        | 0   | 2   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 1  | 1   | 0   |     |
|                           |                  |                      |                                         | 1P 8am-6pm M-S, 2P 6pm-8pm M-S                                   | 11       | 1   | 0   | 2   | 8   | 9    | 9    | 11   | 9    | 9    | 8    | 9    | 8    | 9    | 10   | 10   | 11   | 12           | 13 |     | Yes |     |
|                           |                  |                      |                                         | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S                       | 1        | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1  | 1   |     |     |
|                           |                  |                      |                                         | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   | 1   | Yes |
|                           |                  |                      |                                         | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S                       | 2        | 1   | 0   | 0   | 1   | 2    | 2    | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 2    | 2    | 1    | 2            |    |     |     |     |
|                           |                  |                      |                                         | 1/4P 8am-6pm M-S, 2P 6pm-8pm M-S                                 | 2        | 0   | 0   | 0   | 1   | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  | 2   |     |     |
|                           |                  | B4W                  | Phillip and George                      | No Stopping                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0   |     |     |
|                           |                  |                      |                                         | Loading Zone (8am-6pm M-F 8am-4pm S), 1/4P 6pm-8pm M-F 4pm-8pm S | 2        | 2   | 1   | 0   | 1   | 1    | 2    | 0    | 0    | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 1  | 2   |     |     |
|                           | 1/4P 8am-8pm M-S |                      |                                         | 2                                                                | 0        | 1   | 0   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  |     |     |     |
|                           | 1/4P 8am-8pm M-S |                      |                                         | 7                                                                | 1        | 1   | 4   | 7   | 7   | 7    | 7    | 7    | 7    | 7    | 6    | 7    | 7    | 8    | 7    | 8    | 7    | 7            |    | Yes |     |     |
|                           | B5W              | George and Macquarie | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S          | 4                                                                | 0        | 1   | 3   | 2   | 3   | 3    | 3    | 4    | 4    | 4    | 3    | 1    | 2    | 4    | 3    | 4    |      |              |    |     |     |     |
|                           |                  |                      | No Stopping                             | 0                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |     |     |     |
|                           |                  |                      | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S | 5                                                                | 2        | 5   | 5   | 4   | 5   | 5    | 5    | 5    | 4    | 4    | 3    | 3    | 4    | 5    | 5    | 5    |      |              |    |     |     |     |
| Total                     |                  |                      |                                         |                                                                  | 57       | 12  | 17  | 23  | 40  | 47   | 47   | 45   | 46   | 47   | 45   | 44   | 42   | 49   | 57   | 51   | 57   |              |    |     |     |     |
| Unoccupied                |                  |                      |                                         |                                                                  | 45       | 40  | 34  | 17  | 10  | 10   | 12   | 11   | 10   | 12   | 13   | 15   | 8    | 0    | 6    | 0    |      |              |    |     |     |     |
| Percentage Occupied       |                  |                      |                                         |                                                                  | 21%      | 30% | 40% | 70% | 82% | 82%  | 79%  | 81%  | 82%  | 79%  | 77%  | 74%  | 86%  | 100% | 89%  | 100% |      |              |    |     |     |     |





| Location                 | Side | Map Code | Between             | Restriction                                                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |   |  |
|--------------------------|------|----------|---------------------|----------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|---|--|
| Maris Pl<br>(Street "E") | East | E1E      | Victoria and Market | Bus Zone                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |   |  |
|                          |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F 8am-6pm S | 4        | 4   | 0   | 1   | 3   | 3    | 3    | 4    | 4    | 2    | 3    | 2    | 1    | 4    | 4    | 0    | 3    |              |     |   |  |
|                          |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |  |
|                          |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F 8am-6pm S | 2        | 2   | 1   | 0   | 0   | 0    | 2    | 1    | 1    | 1    | 2    | 2    | 1    | 2    | 2    | 2    | 2    | 2            | 2   |   |  |
|                          |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |  |
|                          | West | E1W      | Victoria and Market | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |  |
|                          |      |          |                     | No Parking (Wedding and Funeral Vehicles Excepted)                                     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |  |
|                          |      |          |                     | Bus Zone (8am-9:30am 2:30pm-4pm School Days)                                           | 3        | 2   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 1            | 3   | 3 |  |
|                          |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F           | 2        | 1   | 0   | 0   | 0   | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2            | 2   | 2 |  |
|                          |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |  |
| Total                    |      |          |                     |                                                                                        | 14       | 9   | 1   | 1   | 3   | 4    | 6    | 5    | 6    | 4    | 5    | 4    | 4    | 10   | 9    | 7    | 10   |              |     |   |  |
| Unoccupied               |      |          |                     |                                                                                        | 5        | 13  | 13  | 11  | 10  | 8    | 9    | 8    | 10   | 9    | 10   | 10   | 4    | 5    | 7    | 4    |      |              |     |   |  |
| Percentage Occupied      |      |          |                     |                                                                                        | 64%      | 7%  | 7%  | 21% | 29% | 43%  | 36%  | 43%  | 29%  | 36%  | 29%  | 29%  | 71%  | 64%  | 50%  | 71%  |      |              |     |   |  |

| Location                   | Side | Map Code | Between              | Restriction                                                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |     |  |
|----------------------------|------|----------|----------------------|----------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|-----|--|
| Marsden St<br>(Street "F") | East | F1E      | Market and Phillip   | No Parking                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |  |
|                            |      |          |                      | No Stopping                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |  |
|                            |      |          |                      | F2E Phillip and George                                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |  |
|                            | West | F3E      | George and Macquarie | No Stopping                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |  |
|                            |      |          |                      | Bus Zone (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F | 7        | 0   | 1   | 5   | 4   | 6    | 6    | 6    | 7    | 2    | 0    | 2    | 3    | 6    | 8    | 8    | 8    | 8            |   | Yes |  |
|                            |      |          |                      | Post Zone                                                                  | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | 0 |     |  |
|                            |      |          |                      | No Stopping                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |  |
|                            |      |          |                      | F2W Phillip and George                                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |     |  |
|                            |      |          |                      | No Stopping                                                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0   |  |
|                            |      |          |                      | F3W George and Macquarie                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0   |  |
| Total                      |      |          |                      |                                                                            | 8        | 0   | 1   | 5   | 4   | 6    | 6    | 6    | 7    | 2    | 3    | 6    | 8    | 8    | 8    | 8    |      |              |   |     |  |
| Unoccupied                 |      |          |                      |                                                                            | 8        | 7   | 3   | 4   | 2   | 2    | 2    | 1    | 6    | 8    | 6    | 5    | 2    | 0    | -1   | 0    |      |              |   |     |  |
| Percentage Occupied        |      |          |                      |                                                                            | 0%       | 13% | 63% | 50% | 75% | 75%  | 75%  | 88%  | 25%  | 0%   | 25%  | 38%  | 75%  | 100% | 113% | 100% |      |              |   |     |  |

| Location                     | Side | Map Code | Between             | Restriction                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |   |  |
|------------------------------|------|----------|---------------------|---------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|---|--|
| O'Connell St<br>(Street "G") | East | G1E      | Victoria and George | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
|                              |      |          |                     | Clearway 24H                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |      |          |                     | G2E George and Macquarie                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              | West | G1W      | Victoria and George | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |      |          |                     | Clearway 24H                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |  |
|                              |      |          |                     | G2W George and Macquarie                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |  |
| Total                        |      |          |                     |                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |   |   |  |
| Unoccupied                   |      |          |                     |                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |   |  |
| Percentage Occupied          |      |          |                     |                                             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%           |   |   |  |



| Location                   | Side                        | Map Code                   | Between                                  | Restriction                              | Capacity                                  | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |     |
|----------------------------|-----------------------------|----------------------------|------------------------------------------|------------------------------------------|-------------------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|-----|
| Phillip St<br>(Street "H") | North                       | H1N                        | Marsden and Freemasons                   | No Stopping                              | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                            |                             |                            |                                          | No Parking (Police Vehicles Excepted)    | 3                                         | 0   | 0   | 0   | 3   | 4    | 4    | 3    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 3            | 1   | Yes |     |
|                            |                             | H2N                        | Freemasons and Church                    | No Stopping                              | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             | H3N                        | Church and Phillip                       | No Stopping                              | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             | H4N                        | Phillip and Erby                         | Taxi Zone                                | 2                                         | 2   | 2   | 0   | 2   | 1    | 1    | 2    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 2    | 1    | 1            |     |     |     |
|                            |                             | H5N                        | Erby and Dirrabarri                      | No Parking (Buses and Coaches Excepted)  | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             | H6N                        | Dirrabarri and Horwood                   |                                          | Bus Zone                                  | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 1   | 1   | Yes |
|                            |                             |                            |                                          |                                          | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 2   | 0   | 0   | 0   | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 0    | 2    | 2            | 2   | 2   |     |
|                            |                             | H7N                        | Horwood and Wilde                        |                                          | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 7   | 0   | 0   | 4   | 7    | 7    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 5    | 6    | 6    | 6            | 4   |     |     |
|                            |                             |                            |                                          |                                          | No Stopping (Taxis Excepted 1 minute)     | 2   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                            |                             | H8N                        | Wilde and George Khattar                 |                                          | No Stopping (Taxis Excepted 1 minute)     | 1   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                            |                             |                            |                                          |                                          | 2P 8am-8pm M-F 4P 8am-8pm S               | 3   | 3   | 2   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 3    | 3    | 3    | 3    | 3            | 3   | 2   |     |
|                            |                             | H9N                        | George Khattar and Charles               |                                          | Loading Zone (8am-6pm M-S), 2P6pm-8pm M-S | 1   | 0   | 1   | 1   | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1            |     |     |     |
|                            |                             |                            |                                          |                                          | 2P 8am-8pm M-F 4P 8am-8pm S               | 8   | 4   | 7   | 7   | 8    | 8    | 8    | 8    | 8    | 7    | 8    | 7    | 4    | 7    | 8    | 6    | 4            |     |     |     |
|                            | No Stopping                 |                            |                                          |                                          | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | 2P 8am-8pm M-F 4P 8am-8pm S |                            |                                          |                                          | 6                                         | 0   | 3   | 5   | 5   | 5    | 6    | 5    | 5    | 4    | 5    | 3    | 3    | 6    | 5    | 5    | 0    |              |     |     |     |
|                            | Disability Parking          |                            |                                          |                                          | 1                                         | 0   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    | 1    | 1            |     |     |     |
|                            | Bus Zone                    |                            |                                          |                                          | 0                                         | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | H1S                         | Marsden and Freemasons     | No Stopping                              | 0                                        | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | Yes |     |     |
|                            | H2S                         | Freemasons and Church      | No Stopping                              | 0                                        | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                            | H3S                         | Church and Phillip         | No Stopping                              | 0                                        | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                            | H4S                         | Phillip and Erby           | Loading Zone                             | 2                                        | 0                                         | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 2    | 0    | 2    | 1    | 1    | 1    | 1    | 1    | 0            |     |     |     |
|                            | H5S                         | Erby and Dirrabarri        | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S | 9                                        | 1                                         | 6   | 5   | 9   | 8   | 7    | 7    | 7    | 7    | 6    | 7    | 7    | 8    | 8    | 8    | 8    | 8    |              |     |     |     |
|                            | H6S                         | Dirrabarri and Horwood     | No Stopping                              | 0                                        | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | H7S                         | Horwood and Smith          |                                          | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S | 10                                        | 2   | 3   | 5   | 7   | 7    | 7    | 8    | 8    | 7    | 8    | 8    | 6    | 7    | 7    | 6    | 3    |              |     |     |     |
|                            |                             |                            |                                          | No Stopping (Taxis Excepted 1 minute)    | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | H8N                         | Smith and George Khattar   |                                          | No Stopping (Taxis Excepted 1 minute)    | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             |                            |                                          | No Parking                               | 0                                         | 0   | 0   | 0   | 0   | 0    | 3    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | Yes |     |
|                            | H9N                         | George Khattar and Charles |                                          | Disability Parking                       | 2                                         | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             |                            |                                          | 2P 8am-8pm M-F 4P 8am-8pm S              | 6                                         | 2   | 3   | 6   | 6   | 6    | 6    | 6    | 6    | 6    | 4    | 3    | 4    | 5    | 4    | 3    |      |              |     |     |     |
|                            |                             |                            |                                          | No Stopping                              | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             |                            |                                          | No Parking                               | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0            | 0   | Yes |     |
|                            |                             |                            |                                          | Post Zone                                | 1                                         | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 0    | 1    | 0            | 0   |     |     |
|                            |                             |                            |                                          | No Parking                               | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
| Total                      |                             |                            |                                          | Total                                    | 75                                        | 18  | 34  | 46  | 63  | 60   | 61   | 60   | 58   | 55   | 54   | 49   | 40   | 54   | 59   | 55   | 35   |              |     |     |     |
|                            |                             |                            |                                          | Unoccupied                               | 57                                        | 41  | 29  | 12  | 15  | 14   | 15   | 17   | 20   | 21   | 26   | 35   | 21   | 16   | 20   | 40   |      |              |     |     |     |
|                            |                             |                            |                                          | Percentage Occupied                      | 24%                                       | 45% | 61% | 84% | 80% | 81%  | 80%  | 77%  | 73%  | 72%  | 65%  | 53%  | 72%  | 79%  | 73%  | 47%  |      |              |     |     |     |

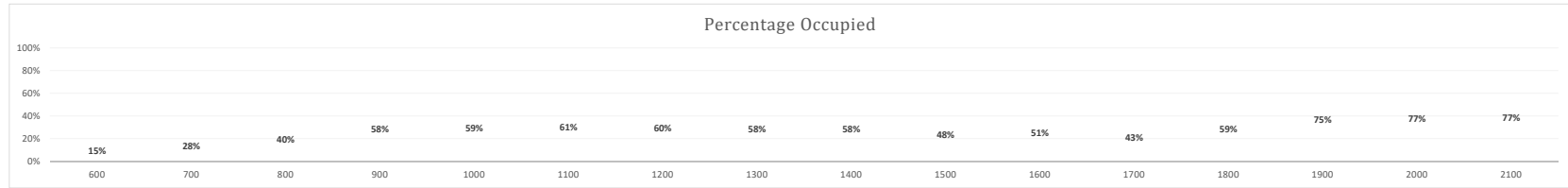
| Location                 | Side | Map Code | Between              | Restriction                                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |  |
|--------------------------|------|----------|----------------------|--------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|--|
| Smith St<br>(Street "I") | East | 11E      | Phillip and George   | No Stopping (Taxis Excepted 1 minute)            | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |    |  |
|                          |      |          |                      | Bus Zone                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | Taxi Zone (6pm-5:30am F 10pm-5am S), No Stopping | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |  |
|                          |      | 12E      | George and Macquarie | No Stopping                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | Bus Zone                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          | West | 11W      | Phillip and George   | No Stopping                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | Bus Zone                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      | 12W      | George and Macquarie | No Stopping                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | Bus Zone                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | No Stopping                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
| Total                    |      |          |                      | Total                                            | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |  |
|                          |      |          |                      | Unoccupied                                       | 4        | 4   | 4   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4            |    |  |
|                          |      |          |                      | Percentage Occupied                              | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%           | 0% |  |

TTM Data

TTM Reference: 19SYD0001  
 Location: Parramatta CBD  
 Date: Saturday, 16 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 522        | 76  | 144 | 209 | 303 | 309  | 316  | 312  | 301  | 302  | 250  | 266  | 225  | 306  | 389  | 401  | 404  |
|                     | Unoccupied | 446 | 378 | 313 | 219 | 213  | 206  | 210  | 221  | 220  | 272  | 256  | 297  | 216  | 133  | 121  | 118  |
| Percentage Occupied | 15%        | 28% | 40% | 58% | 59% | 61%  | 60%  | 58%  | 58%  | 48%  | 51%  | 43%  | 59%  | 75%  | 77%  | 77%  |      |



| Location                                | Side                | Map Code            | Between                     | Restriction                                                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |   |     |
|-----------------------------------------|---------------------|---------------------|-----------------------------|----------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|---|-----|
| Charles St<br>(Street "A")              | East                | A1E                 | Phillip and George          | No Parking                                                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0            | Yes |   |     |
|                                         |                     |                     |                             | Disability Parking                                             | 1        | 0   | 0   | 0   | 1   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 2   | 0 | Yes |
|                                         |                     |                     |                             | 2P 8am-8pm M-F 4P 8am-8pm S                                    | 8        | 0   | 0   | 3   | 7   | 7    | 5    | 6    | 6    | 4    | 2    | 2    | 3    | 8    | 8    | 8    | 8    | 8            | 8   | 8 |     |
|                                         |                     |                     |                             | No Parking (Authorised Vehicles Excepted)                      | 1        | 1   | 1   | 0   | 0   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1            | 1   | 1 |     |
|                                         |                     |                     |                             | Loading zone                                                   | 2        | 0   | 0   | 2   | 2   | 2    | 1    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 0    | 2            | 2   | 2 |     |
|                                         |                     |                     |                             | No Parking (Buses and Coaches Excepted)                        | 0        | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 2   | 1 | Yes |
|                                         |                     | A2E                 | George and Union            | Bus Zone                                                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |     |
|                                         |                     |                     |                             | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                        | 6        | 1   | 1   | 2   | 3   | 6    | 3    | 2    | 3    | 3    | 1    | 1    | 0    | 4    | 6    | 6    | 6    | 6            | 6   | 6 |     |
|                                         |                     |                     |                             | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                        | 4        | 0   | 2   | 4   | 4   | 4    | 3    | 2    | 1    | 2    | 2    | 2    | 0    | 0    | 0    | 4    | 4    | 2            | 2   |   |     |
|                                         |                     |                     |                             | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S | 2        | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 2            | 2   |   |     |
|                                         | A3E                 | Union and Macquarie | No Stopping                 | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |     |
|                                         |                     |                     | No Stopping                 | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |     |
|                                         |                     |                     | 2P 8am-8pm M-F 4P 8am-8pm S | 5                                                              | 0        | 0   | 2   | 2   | 4   | 4    | 2    | 3    | 2    | 4    | 4    | 4    | 5    | 5    | 5    | 5    | 5    | 5            | 5   |   |     |
|                                         |                     |                     | No Stopping                 | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |     |
|                                         |                     |                     | Taxi Zone                   | 4                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |     |
|                                         |                     |                     | No Stopping                 | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |     |
|                                         | West                | A1W                 | Phillip and George          | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |     |
|                                         |                     |                     |                             | 2P 8am-8pm M-F 4P 8am-8pm S                                    | 5        | 0   | 0   | 2   | 2   | 4    | 4    | 2    | 3    | 2    | 4    | 4    | 4    | 5    | 5    | 5    | 5    | 5            | 5   |   |     |
|                                         |                     |                     |                             | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |     |
|                                         |                     | A2W                 | George and Union            | No Stopping                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |     |
| 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S |                     |                     |                             | 7                                                              | 0        | 0   | 3   | 4   | 4   | 5    | 4    | 5    | 3    | 0    | 0    | 2    | 7    | 7    | 7    | 6    | 6    | 6            |     |   |     |
| 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S |                     |                     |                             | 1                                                              | 0        | 0   | 0   | 1   | 1   | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1            | 1   |   |     |
| A3W                                     | Union and Macquarie | No Stopping         | 0                           | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0            | Yes |   |     |
|                                         |                     | No Stopping         | 0                           | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |   |     |
|                                         |                     | No Parking          | 0                           | 0                                                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |   |     |
| <b>Total</b>                            |                     |                     |                             |                                                                | 41       | 2   | 4   | 16  | 24  | 30   | 26   | 20   | 23   | 18   | 13   | 12   | 12   | 29   | 35   | 40   | 34   |              |     |   |     |
| <b>Unoccupied</b>                       |                     |                     |                             |                                                                | 39       | 37  | 25  | 17  | 11  | 15   | 21   | 18   | 23   | 28   | 29   | 29   | 29   | 12   | 6    | 1    | 7    |              |     |   |     |
| <b>Percentage Occupied</b>              |                     |                     |                             |                                                                | 5%       | 10% | 39% | 59% | 73% | 63%  | 49%  | 56%  | 44%  | 32%  | 29%  | 29%  | 71%  | 85%  | 98%  | 83%  |      |              |     |   |     |

| Location                       | Side                                                             | Map Code             | Between                        | Restriction                                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |    |     |     |
|--------------------------------|------------------------------------------------------------------|----------------------|--------------------------------|--------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|----|-----|-----|
| Church St<br>(Street "B")      | East                                                             | B1E                  | Victoria and Palmer            | No Stopping (Taxis Excepted 1 minute)      | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |    |     |     |
|                                |                                                                  |                      |                                | P15min                                     | 3        | 0   | 0   | 1   | 1   | 0    | 1    | 1    | 3    | 2    | 2    | 2    | 2    | 2    | 0    | 3    | 3    | 3            |     |    |     |     |
|                                |                                                                  |                      |                                | Bus Zone                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  | B2E                  | Palmer and Market              | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  | B3E                  | Market and Phillip             | No Stopping                                | 1        | 0   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1   | 1  |     |     |
|                                |                                                                  |                      |                                | 1/4P 8am-6pm M-F 2P 6pm-8pm M-S            | 2        | 0   | 0   | 0   | 1   | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2   | 2  |     |     |
|                                |                                                                  |                      |                                | Loading Zone (8am-6pm M-F), 2P 6pm-8pm M-S | 1        | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 1    | 1    | 1    | 1            | 1   | 1  |     |     |
|                                |                                                                  |                      |                                | Disability Parking                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | Bus Zone                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                | B4E                                                              | Phillip and George   | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S | 3                                          | 3        | 3   | 2   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3            | 3   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S | 3                                          | 1        | 2   | 2   | 2   | 3   | 3    | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3            | 3   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                | B5E                                                              | George and Macquarie | No Stopping                    | 2                                          | 1        | 0   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2   |    |     |     |
|                                |                                                                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 2                                          | 0        | 0   | 0   | 2   | 1   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2            | 2   |    |     |     |
|                                |                                                                  |                      | 1P 8am-6pm M-S, 2P 6pm-8pm M-S | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                | West                                                             | B1W                  | Victoria and Palmer            | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  | B2W                  | Palmer and Market              | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  | B3W                  | Market and Phillip             | Taxi Zone                                  | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 1  | 1   |     |
|                                |                                                                  |                      |                                | 1P 8am-6pm M-S, 2P 6pm-8pm M-S             | 11       | 0   | 2   | 4   | 5   | 10   | 10   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11           | 11  | 11 | 12  | Yes |
|                                |                                                                  |                      |                                | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    | 2    | 2    | 2            | 2   | 1  | Yes |     |
|                                |                                                                  |                      |                                | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  | 2   | Yes |
|                                |                                                                  |                      |                                | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S | 2        | 1   | 2   | 1   | 2   | 1    | 1    | 1    | 1    | 2    | 1    | 1    | 2    | 1    | 1    | 2    | 2    | 2            | 2   | 2  | 2   |     |
|                                |                                                                  |                      |                                | 1/4P 8am-6pm M-S, 2P 6pm-8pm M-S           | 2        | 0   | 2   | 0   | 0   | 1    | 1    | 2    | 2    | 2    | 2    | 1    | 2    | 1    | 2    | 2    | 2    | 2            | 2   | 2  | 2   |     |
|                                |                                                                  | B4W                  | Phillip and George             | No Stopping                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                |                                                                  |                      |                                | 1/4P 8am-8pm M-S                           | 7        | 0   | 2   | 2   | 5   | 3    | 5    | 7    | 6    | 7    | 3    | 4    | 5    | 7    | 7    | 6    | 7    | 6            | 7   | 6  |     |     |
|                                | No Stopping                                                      |                      |                                | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  | Yes |     |
|                                | Loading Zone (8am-6pm M-F 8am-4pm S), 1/4P 6pm-8pm M-F 4pm-8pm S |                      |                                | 2                                          | 0        | 2   | 0   | 1   | 1   | 1    | 2    | 2    | 1    | 1    | 2    | 1    | 1    | 2    | 2    | 2    | 2    | 2            | 2   | 2  |     |     |
|                                | 1/4P 8am-8pm M-S                                                 |                      |                                | 2                                          | 1        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 1    | 2    | 1    | 2    | 2    | 2            | 2   | 2  |     |     |
|                                | No Stopping                                                      |                      |                                | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0  |     |     |
|                                | B5W                                                              | George and Macquarie | 1/4P 8am-8pm M-S               | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
|                                |                                                                  |                      | No Stopping                    | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |    |     |     |
| 1P 8am-6pm M-S, 2P 6pm-8pm M-S |                                                                  |                      | 4                              | 2                                          | 1        | 4   | 4   | 4   | 3   | 3    | 4    | 3    | 3    | 4    | 3    | 4    | 2    | 4    | 4    | 4    | 4    | 3            |     |    |     |     |
| No Stopping                    |                                                                  |                      | 0                              | 0                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |    |     |     |
|                                |                                                                  |                      |                                | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S    | 5        | 0   | 1   | 2   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 6    | 6    | 5    | 4            | Yes |    |     |     |
|                                |                                                                  |                      |                                | No Parking                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 1  | Yes |     |
| <b>Total</b>                   |                                                                  |                      |                                |                                            | 57       | 9   | 20  | 23  | 35  | 38   | 42   | 47   | 49   | 48   | 40   | 45   | 40   | 52   | 55   | 53   | 56   |              |     |    |     |     |
| <b>Unoccupied</b>              |                                                                  |                      |                                |                                            | 48       | 37  | 34  | 22  | 19  | 15   | 10   | 8    | 9    | 17   | 12   | 17   | 5    | 2    | 4    | 1    |      |              |     |    |     |     |
| <b>Percentage Occupied</b>     |                                                                  |                      |                                |                                            | 16%      | 35% | 40% | 61% | 67% | 74%  | 82%  | 86%  | 84%  | 70%  | 79%  | 70%  | 91%  | 96%  | 93%  | 98%  |      |              |     |    |     |     |

| Location                                     | Side                    | Map Code | Between                                             | Restriction                                                                                 | Capacity                                | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |    |     |     |
|----------------------------------------------|-------------------------|----------|-----------------------------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|----|-----|-----|
| George St<br>(Street "C")                    | North                   | C1N      | O'Connell and Marsden                               | No Stopping (Taxis Excepted 1 minute)                                                       | 1                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |    |     |     |
|                                              |                         |          |                                                     | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                                     | 5                                       | 0   | 0   | 0   | 0   | 2    | 4    | 4    | 3    | 4    | 4    | 2    | 2    | 4    | 5    | 2    |      |              |    |    |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                                     | 4                                       | 0   | 0   | 2   | 2   | 4    | 2    | 4    | 2    | 3    | 3    | 3    | 2    | 0    | 4    | 4    | 1    |              |    |    |     |     |
|                                              |                         |          |                                                     | Disability Parking                                                                          | 1                                       | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1  | 1  | 0   |     |
|                                              |                         |          |                                                     | No Parking (Ambulance Vehicles Excepted 7:30am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-F 4pm-8pm S | 2                                       | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | 1  | 0  |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   |     |
|                                              |                         |          |                                                     | No Parking (Police Vehicles Excepted)                                                       | 3                                       | 0   | 0   | 0   | 1   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   |     |
|                                              |                         |          |                                                     | Taxi Zone                                                                                   | 3                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 1            | 0  | 1  | 0   |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   |     |
|                                              |                         | C2N      | Marsden and Freemasons                              | No Parking                                                                                  | 0                                       | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         | C3N      | Freemasons and Church                               | No Parking                                                                                  | 0                                       | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    | Yes |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         | C4N      | Church and Horwood                                  | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | Bus Zone                                                                                    | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | Taxi Zone                                                                                   | 2                                       | 0   | 0   | 1   | 1   | 1    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0            | 0  | 0  | 0   |     |
|                                              |                         |          |                                                     | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                                     | 10                                      | 1   | 4   | 8   | 10  | 10   | 9    | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10   | 10           | 10 | 10 | 10  |     |
|                                              |                         |          |                                                     | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S                                                  | 2                                       | 0   | 0   | 2   | 2   | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 2    | 2    | 2            | 2  | 2  | 1   |     |
|                                              |                         | C5N      | Horwood and Smith                                   | No Parking                                                                                  | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S                                        | 3                                       | 0   | 0   | 1   | 1   | 2    | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 0    | 3    | 3            | 3  | 3  |     |     |
|                                              |                         | C6N      | Smith and Barrack                                   | 2P 8am-8pm M-S                                                                              | 2                                       | 0   | 1   | 1   | 2   | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    | 2            | 2  | 2  |     |     |
|                                              |                         |          |                                                     | Post Zone                                                                                   | 1                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   |     |
|                                              |                         |          |                                                     | 2P 8am-8pm M-S                                                                              | 2                                       | 0   | 1   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 2    | 2    | 2            | 2  | 2  | 2   |     |
|                                              |                         | C7N      | Barrack and Charles                                 | 2P 8am-8pm M-S                                                                              | 2                                       | 1   | 1   | 1   | 1   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2            | 2  | 2  |     |     |
|                                              |                         |          |                                                     | Bus Zone                                                                                    | 0                                       | 0   | 0   | 1   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   | Yes |
|                                              |                         |          |                                                     | 2P 8am-8pm M-S                                                                              | 17                                      | 1   | 4   | 9   | 8   | 12   | 8    | 8    | 9    | 9    | 9    | 11   | 12   | 5    | 4    | 13   | 14   | 12           | 12 | 12 |     |     |
|                                              |                         | C8N      | Charles and Argus                                   | No Stopping (Taxis Excepted 1 minute)                                                       | 1                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | Work Zone (6am-6pm M-S), 1/4P 6pm-8pm M-S                                                   | 7                                       | 7   | 7   | 7   | 7   | 7    | 7    | 7    | 7    | 7    | 0    | 1    | 1    | 1    | 0    | 0    | 4    | 4            | 4  | 4  |     |     |
|                                              |                         |          |                                                     | 2P 8am-8pm M-F 4P 8am-8pm S                                                                 | 9                                       | 0   | 2   | 7   | 7   | 8    | 8    | 7    | 7    | 8    | 4    | 5    | 5    | 7    | 7    | 7    | 7    | 9            | 9  | 9  |     |     |
|                                              |                         | C9N      | Argus and Under Pass                                | 2P 8am-8pm M-F 4P 8am-8pm S                                                                 | 1                                       | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 0    | 0    | 0    | 1    | 0    | 1    | 1    | 1    | 1    | 1            | 1  | 1  |     |     |
|                                              |                         |          |                                                     | Bus Zone                                                                                    | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | 2P 8am-8pm M-F 4P 8am-8pm S                                                                 | 2                                       | 0   | 0   | 0   | 1   | 2    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1    | 2    | 2    | 2            | 2  | 2  |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         | C10N     | Underpass and Macarthur                             | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     | 2P 8am-8pm M-F 4P 8am-8pm S                                                                 | 4                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | 1  | 3  |     |     |
|                                              |                         |          |                                                     | No Stopping                                                                                 | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         | South    | C1S                                                 | O'Connell and Marsden                                                                       | No Stopping (Taxis Excepted 1 minute)   | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          |                                                     |                                                                                             | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S | 15  | 6   | 5   | 2   | 8    | 5    | 9    | 11   | 10   | 10   | 9    | 9    | 10   | 4    | 12   | 13   | 12           |    |    |     |     |
| No Stopping                                  | 0                       |          |                                                     |                                                                                             | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    |     |     |
| 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S      | 2                       |          |                                                     |                                                                                             | 0                                       | 0   | 0   | 0   | 2   | 2    | 2    | 1    | 2    | 2    | 0    | 2    | 0    | 2    | 2    | 2    | 2    | 2            | 2  |    |     |     |
| No Stopping                                  | 0                       |          |                                                     |                                                                                             | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
| Loading Zone (8am-6pm M-S), 1/4P 6pm-8pm M-S | 2                       |          |                                                     |                                                                                             | 1                                       | 1   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 1    | 0    | 1    | 1    | 1    | 2    | 1    | 2    | 1            | 2  | 2  |     |     |
| No Stopping                                  | 0                       |          |                                                     |                                                                                             | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
| C2S                                          | Marsden and Freemasons  |          |                                                     |                                                                                             | No Stopping                             | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
| C3S                                          | Freemasons and Church   |          |                                                     |                                                                                             | No Stopping                             | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
| C4S                                          | Church and Horwood      |          |                                                     |                                                                                             | No Stopping                             | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  | 0   | Yes |
|                                              |                         |          | Post Zone                                           | 1                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    |     |     |
|                                              |                         |          | Loading Zone (8am-6pm M-S), 2P 6pm-8pm M-S          | 2                                                                                           | 0                                       | 0   | 0   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 1    | 2    | 2    | 2    | 2            | 2  |    |     |     |
|                                              |                         |          | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S             | 9                                                                                           | 0                                       | 9   | 6   | 8   | 8   | 9    | 9    | 9    | 9    | 9    | 9    | 9    | 9    | 8    | 9    | 9    | 9    | 9            | 9  |    |     |     |
|                                              |                         |          | 1/4P 8am-8pm M-S                                    | 2                                                                                           | 0                                       | 0   | 1   | 2   | 1   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  | 2  |     |     |
| C5S                                          | Horwood and Smith       |          | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S             | 4                                                                                           | 0                                       | 0   | 3   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4            | 3  |    |     |     |
|                                              |                         |          | No Parking                                          | 0                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    |     |     |
|                                              |                         |          | No Stopping (6am-10am 3pm-7pm M-F), P5min otherwise | 6                                                                                           | 0                                       | 1   | 1   | 0   | 0   | 1    | 1    | 2    | 2    | 1    | 1    | 2    | 3    | 3    | 2    | 3    | 2    | 4            | 4  |    |     |     |
| C6S                                          | Smith and Barrack       |          | No Stopping (Taxis Excepted 1 minute)               | 4                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |    |     |     |
| C7S                                          | Barrack and Charles     |          | 2P 8am-8pm M-S                                      | 6                                                                                           | 0                                       | 4   | 3   | 4   | 5   | 5    | 5    | 5    | 5    | 5    | 4    | 4    | 4    | 2    | 6    | 6    | 6    | 5            |    |    |     |     |
|                                              |                         |          | 2P 8am-8pm M-S                                      | 9                                                                                           | 0                                       | 0   | 1   | 5   | 4   | 5    | 6    | 6    | 8    | 4    | 4    | 3    | 1    | 9    | 10   | 10   | 10   | 10           | 10 |    | Yes |     |
|                                              |                         |          | Disability Parking                                  | 1                                                                                           | 0                                       | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1            | 1  |    |     |     |
|                                              |                         |          | 2P 8am-8pm M-S                                      | 2                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 1    | 1    | 0    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    | 2            | 2  | 2  |     |     |
| C8S                                          | Charles and Argus       |          | No Parking                                          | 0                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |    |     |     |
|                                              |                         |          | 2P 8am-8pm M-S                                      | 6                                                                                           | 0                                       | 0   | 0   | 4   | 3   | 0    | 2    | 1    | 1    | 0    | 1    | 0    | 1    | 0    | 2    | 6    | 6    | 4            | 4  |    |     |     |
|                                              |                         |          | No Stopping (Taxis Excepted 1 minute)               | 1                                                                                           | 0                                       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0  |     |     |
|                                              |                         |          | Loading Zone                                        | 2                                                                                           | 0                                       | 0   | 0   | 2   | 2   | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0            | 0  |    |     |     |
|                                              |                         |          | 2P 8am-8pm M-S, 4P 8am-8pm S                        | 3                                                                                           | 1                                       | 1   | 4   | 3   | 1   | 3    | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 3            | 3  | 3  |     | Yes |
| C9S                                          | Argus and Under Pass    |          | 1/4P 8am-8pm M-S                                    | 2                                                                                           | 0                                       | 1   | 1   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 0    | 1    | 2    | 1    | 1    | 2    | 2    | 2            | 2  |    |     |     |
|                                              |                         |          | 2P 8am-8pm M-S, 4P 8am-8pm S                        | 7                                                                                           | 1                                       | 3   | 7   | 7   | 6   | 6    | 7    | 7    | 5    | 2    | 3    | 6    | 7    | 7    | 7    | 7    | 7    | 7            | 6  |    |     |     |
| C10S                                         | Underpass and Macarthur |          | 2P 8am-8pm M-S, 4P 8am-8pm S                        | 9                                                                                           | 1                                       | 1   | 2   | 3   | 6   | 3    | 3    | 5    | 3    | 2    | 2    | 3    | 1    | 7    | 7    | 9    | 9    |              |    |    |     |     |
| <b>Total</b>                                 |                         |          |                                                     |                                                                                             | 192                                     | 22  | 49  | 77  | 105 | 114  | 112  | 123  | 109  | 115  | 92   | 103  | 86   | 90   | 149  | 151  | 145  |              |    |    |     |     |
| <b>Unoccupied</b>                            |                         |          |                                                     |                                                                                             | 170                                     |     | 143 | 115 | 87  | 78   | 80   | 69   | 83   | 77   | 100  | 89   | 106  | 102  | 43   | 41   | 47   |              |    |    |     |     |
| <b>Percentage Occupied</b>                   |                         |          |                                                     |                                                                                             | 11%                                     |     | 26% | 40% | 55% | 59%  | 58%  | 64%  | 57%  | 60%  | 48%  | 54%  | 45%  | 47%  | 78%  | 79%  | 76%  |              |    |    |     |     |

| Location                     | Side                                                 | Map Code                                                                   | Between               | Restriction                                          | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |     |
|------------------------------|------------------------------------------------------|----------------------------------------------------------------------------|-----------------------|------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|-----|
| Macquarie St<br>(Street 'D') | North                                                | D1N                                                                        | O'Connell and Marsden | No Stopping                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                              |                                                      |                                                                            |                       | No Stopping (Taxis Excepted 1 minute)                | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                              |                                                      |                                                                            |                       | No Stopping                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                              |                                                      |                                                                            |                       | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S              | 3        | 2   | 2   | 3   | 3   | 3    | 3    | 0    | 3    | 3    | 2    | 2    | 3    | 2    | 2    | 3    | 2    | 3            | 3   | 3   |     |
|                              |                                                      |                                                                            |                       | Post Zone                                            | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                              |                                                      |                                                                            |                       | P5min                                                | 2        | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 2            | 2   | 2   |     |
|                              |                                                      |                                                                            |                       | Taxi Zone                                            | 2        | 0   | 0   | 0   | 1   | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                              |                                                      |                                                                            |                       | Disability Parking                                   | 1        | 0   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 1    | 1            | 1   | 1   |     |
|                              |                                                      |                                                                            |                       | Disability Parking                                   | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 1            | 1   | 1   |     |
|                              |                                                      |                                                                            |                       | Disability Parking                                   | 1        | 0   | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 1            | 1   | 1   |     |
|                              |                                                      |                                                                            |                       | No Stopping                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                              |                                                      |                                                                            |                       | No Parking                                           | 0        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   | Yes |
|                              |                                                      |                                                                            |                       | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S | 2        | 1   | 0   | 1   | 2   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 2            | 2   | 2   |     |
|                              |                                                      |                                                                            |                       | Disability Parking                                   | 1        | 0   | 0   | 1   | 1   | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 1    | 1            | 1   | 1   |     |
|                              | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S              | 5                                                                          | 0                     | 0                                                    | 3        | 4   | 4   | 4   | 4   | 5    | 5    | 4    | 5    | 5    | 2    | 5    | 2    | 5    | 5    | 4    | 4    |              |     |     |     |
|                              | Truck Zone (8am-6pm), 2P 6pm-8pm M-S                 | 3                                                                          | 0                     | 0                                                    | 0        | 1   | 1   | 1   | 1   | 0    | 1    | 3    | 1    | 1    | 1    | 1    | 3    | 3    | 3    | 3    | 3    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Stopping (Taxis Excepted 1 minute)                | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Parking                                           | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Parking (8am-6pm M-F), 2P 6pm-8pm M-F 8am-8pm S   | 2                                                                          | 0                     | 1                                                    | 0        | 2   | 2   | 2   | 2   | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 1    | 0    | 2    | 2    | 2    |              |     |     |     |
|                              | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S | 2                                                                          | 0                     | 2                                                    | 1        | 1   | 1   | 1   | 1   | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 2    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S              | 7                                                                          | 7                     | 7                                                    | 6        | 6   | 6   | 6   | 6   | 3    | 3    | 5    | 1    | 2    | 0    | 0    | 0    | 5    | 6    | 5    |      |              |     |     |     |
|                              | Disability Parking                                   | 2                                                                          | 2                     | 2                                                    | 2        | 2   | 2   | 2   | 2   | 2    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | 2P 8am-8pm M-F 4P 8am-8pm S                          | 6                                                                          | 3                     | 4                                                    | 5        | 5   | 4   | 3   | 3   | 4    | 4    | 2    | 2    | 3    | 1    | 3    | 3    | 6    |      |      |      |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | 4P 8am-8pm M-S                                       | 16                                                                         | 2                     | 3                                                    | 3        | 1   | 1   | 3   | 4   | 1    | 1    | 1    | 2    | 0    | 1    | 3    | 4    | 7    |      |      |      |              |     |     |     |
|                              | No Stopping (Taxis Excepted 1 minute)                | 4                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | No Stopping                                          | 0                                                                          | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              | South                                                | D1S                                                                        | O'Connell and Marsden | No Stopping                                          | 0        | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |     |     |
|                              |                                                      |                                                                            |                       | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S | 2        | 0   | 1   | 0   | 0   | 1    | 1    | 0    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 1    | 2    | 2            | 2   | 1   |     |
|                              |                                                      |                                                                            |                       | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S              | 3        | 0   | 0   | 3   | 2   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3            | 3   | Yes |     |
|                              |                                                      |                                                                            |                       | Bus Zone                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | 1   | 2   |     |
|                              |                                                      | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                    | 8                     | 5                                                    | 5        | 6   | 8   | 6   | 7   | 7    | 5    | 7    | 7    | 6    | 7    | 6    | 7    | 8    | 8    | 8    |      |              |     |     |     |
|                              |                                                      | D2S                                                                        | Marsden and Church    | No Stopping                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                              |                                                      |                                                                            |                       | Post Zone                                            | 1        | 0   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0            | 0   |     |     |
|                              |                                                      |                                                                            |                       | Disability Parking                                   | 1        | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 0   |     |     |
|                              |                                                      |                                                                            |                       | P5min                                                | 2        | 0   | 0   | 0   | 2   | 2    | 2    | 1    | 2    | 0    | 1    | 1    | 1    | 1    | 2    | 2    | 1    | 2            |     |     |     |
|                              |                                                      | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                    | 5                     | 0                                                    | 0        | 0   | 4   | 5   | 5   | 4    | 5    | 4    | 5    | 5    | 2    | 5    | 5    | 5    | 5    |      |      |              |     |     |     |
|                              |                                                      | Loading Zone (8am-6pm M-F 8am-4pm S), 2P 6pm-8pm M-S                       | 1                     | 1                                                    | 0        | 0   | 1   | 0   | 1   | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0            |     |     |     |
|                              |                                                      | No Stopping                                                                | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                              |                                                      | D3S                                                                        | Church and Horwood    | No Stopping                                          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                              |                                                      |                                                                            |                       | Bus Zone                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                              | No Stopping                                          |                                                                            |                       | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |     |     |
|                              | No Parking                                           |                                                                            |                       | 0                                                    | 0        | 0   | 0   | 0   | 0   | 1    | 2    | 1    | 1    | 2    | 0    | 0    | 1    | 2    | 1    | 0    | 0    | 0            | Yes |     |     |
| D4S                          | Horwood and Smith                                    | P5min                                                                      | 3                     | 0                                                    | 1        | 0   | 3   | 2   | 2   | 3    | 2    | 1    | 1    | 1    | 3    | 3    | 3    | 2    | 2    |      |      |              |     |     |     |
|                              |                                                      | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                    | 3                     | 2                                                    | 1        | 2   | 2   | 2   | 2   | 3    | 2    | 2    | 3    | 2    | 3    | 3    | 3    | 3    | 3    | 3    |      |              |     |     |     |
|                              |                                                      | Work Zone                                                                  | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | No Stopping                                                                | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
| Bus Zone                     | 0                                                    | 1                                                                          | 0                     | 0                                                    | 0        | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | Yes  |      |              |     |     |     |
| D5S                          | Smith and Barrack                                    | No Stopping                                                                | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | No Parking                                                                 | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | Bus Zone                                                                   | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | No Parking                                                                 | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | Yes          |     |     |     |
| D6S                          | Barrack and Charles                                  | 1P 8am-6pm M-F 2P 6pm-8pm M-F 8am-8pm S                                    | 5                     | 4                                                    | 5        | 5   | 5   | 5   | 5   | 3    | 5    | 4    | 2    | 2    | 5    | 3    | 5    | 6    | 4    |      | Yes  |              |     |     |     |
|                              |                                                      | No Stopping                                                                | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | 1/4P 8am-9:30am 2pm-3:30pm M-F, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S | 3                     | 3                                                    | 3        | 3   | 3   | 3   | 3   | 2    | 3    | 1    | 0    | 1    | 3    | 1    | 2    | 3    | 2    |      |      |              |     |     |     |
|                              |                                                      | No Parking (Buses and Coaches Excepted)                                    | 0                     | 0                                                    | 0        | 1   | 0   | 3   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |     |     |
| D7S                          | Charles and Argus                                    | 4P 8am-8pm M-S                                                             | 5                     | 0                                                    | 3        | 2   | 3   | 4   | 3   | 3    | 1    | 4    | 2    | 2    | 1    | 1    | 2    | 2    | 4    |      |      |              |     |     |     |
|                              |                                                      | No Stopping                                                                | 0                     | 0                                                    | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | Yes          |     |     |     |
| D8S                          | Argus and Macarthur                                  | Bus Zone                                                                   | 0                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | 4P 8am-8pm M-S                                                             | 8                     | 0                                                    | 0        | 0   | 2   | 1   | 1   | 4    | 2    | 1    | 3    | 2    | 1    | 1    | 1    | 1    | 2    | 5    |      |              |     |     |     |
|                              |                                                      | No Parking                                                                 | 2                     | 0                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                              |                                                      | 1/4P 8am-9:30am 2pm-3:30pm M-F, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S | 11                    | 0                                                    | 0        | 0   | 6   | 0   | 2   | 2    | 2    | 2    | 2    | 0    | 2    | 1    | 3    | 1    | 4    | 5    | 7    |              |     |     |     |
| <b>Total</b>                 |                                                      |                                                                            |                       |                                                      | 131      | 35  | 44  | 51  | 75  | 66   | 71   | 59   | 62   | 58   | 46   | 48   | 45   | 55   | 78   | 80   | 88   |              |     |     |     |
| <b>Unoccupied</b>            |                                                      |                                                                            |                       |                                                      | 96       | 87  | 80  | 56  | 65  | 60   | 72   | 69   | 73   | 85   | 83   | 86   | 76   | 53   | 51   | 43   |      |              |     |     |     |
| <b>Percentage Occupied</b>   |                                                      |                                                                            |                       |                                                      | 27%      | 34% | 39% | 57% | 50% | 54%  | 45%  | 47%  | 44%  | 35%  | 37%  | 34%  | 42%  | 60%  | 61%  | 67%  |      |              |     |     |     |

| Location                     | Side | Map Code | Between             | Restriction                                                                            | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |  |
|------------------------------|------|----------|---------------------|----------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|--|
| Maris Pl<br>(Street "E")     | East | E1E      | Victoria and Market | Bus Zone                                                                               | 0        | 0   | 0   | 1   | 2   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | Yes |     |  |
|                              |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F 8am-6pm S | 4        | 0   | 0   | 2   | 4   | 2    | 3    | 3    | 4    | 4    | 4    | 4    | 4    | 2    | 4    | 4    | 4    | 4            | 4   |     |  |
|                              |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F 8am-6pm S | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |  |
|                              | West | E1W      | Victoria and Market | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Parking (Wedding and Funeral Vehicles Excepted)                                     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0            | 0   | 0   |  |
|                              |      |          |                     | Bus Zone (8am-9:30am 2:30pm-4pm School Days)                                           | 3        | 0   | 0   | 1   | 3   | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 2    | 2            | 2   | 2   |  |
|                              |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F           | 2        | 0   | 0   | 2   | 0   | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 2            | 2   | 2   |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |  |
|                              |      |          |                     | No Parking (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F           | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |  |
|                              |      |          |                     | Total                                                                                  | 14       | 0   | 0   | 6   | 11  | 8    | 7    | 6    | 10   | 9    | 8    | 9    | 6    | 11   | 10   | 10   | 11   |              |     |     |  |
| Unoccupied                   | 14   | 0        | 0                   | 6                                                                                      | 11       | 8   | 7   | 6   | 10  | 9    | 8    | 9    | 6    | 11   | 10   | 10   | 11   |      |      |      |      |              |     |     |  |
| Percentage Occupied          | 0%   | 0%       | 0%                  | 43%                                                                                    | 79%      | 57% | 50% | 43% | 71% | 64%  | 57%  | 64%  | 43%  | 79%  | 71%  | 71%  | 79%  |      |      |      |      |              |     |     |  |
| Marsden St<br>(Street "F")   | East | F1E      | Market and Phillip  | No Parking                                                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              | West | F1W      | Market and Phillip  | Bus Zone (8am-9:30am 2:30pm-4pm School Days), 4P 9:30am-2:30pm 4pm-8pm M-F             | 7        | 0   | 0   | 0   | 1   | 2    | 3    | 6    | 6    | 7    | 7    | 7    | 5    | 8    | 7    | 7    | 7    | 7            |     | Yes |  |
|                              |      |          |                     | Post Zone                                                                              | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1            |     |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Parking                                                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping                                                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
| Total                        | 8    | 0        | 0                   | 1                                                                                      | 2        | 3   | 6   | 6   | 7   | 7    | 7    | 5    | 9    | 7    | 7    | 8    |      |      |      |      |      |              |     |     |  |
| Unoccupied                   | 8    | 0        | 0                   | 1                                                                                      | 2        | 3   | 6   | 6   | 7   | 7    | 7    | 5    | 9    | 7    | 7    | 8    |      |      |      |      |      |              |     |     |  |
| Percentage Occupied          | 0%   | 0%       | 0%                  | 13%                                                                                    | 25%      | 38% | 75% | 75% | 88% | 88%  | 88%  | 63%  | 113% | 88%  | 88%  | 100% |      |      |      |      |      |              |     |     |  |
| O'Connell St<br>(Street "G") | East | G1E      | Victoria and George | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |  |
|                              |      |          |                     | Clearway 24H                                                                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              | West | G1W      | Victoria and George | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | No Stopping (Clearway 6am-10am 3pm-7pm M-F)                                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | Clearway 24H                                                                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |  |
|                              |      |          |                     | Total                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |  |
|                              |      |          |                     | Unoccupied                                                                             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |  |
| Percentage Occupied          | 0%   | 0%       | 0%                  | 0%                                                                                     | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |      |              |     |     |  |



| Location                   | Side                        | Map Code                   | Between                               | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |     |
|----------------------------|-----------------------------|----------------------------|---------------------------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|-----|
| Phillip St<br>(Street "H") | North                       | H1N                        | Marsden and Freemasons                | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |     |     |
|                            |                             |                            |                                       | No Parking (Police Vehicles Excepted)     | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1            | 1   | 2   |     |
|                            |                             | H2N                        | Freemasons and Church                 | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             | H3N                        | Church and Phillip                    | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             | H4N                        | Phillip and Erby                      | Taxi Zone                                 | 2        | 1   | 1   | 2   | 2   | 1    | 1    | 2    | 1    | 2    | 1    | 2    | 1    | 1    | 1    | 2    | 1    | 0            | 0   |     |     |
|                            |                             | H5N                        | Erby and Dirrabarri                   | No Parking (Buses and Coaches Excepted)   | 0        | 1   | 1   | 1   | 2   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 1   | Yes |
|                            |                             |                            |                                       | Bus Zone                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0            | 0   | 0   | Yes |
|                            |                             | H6N                        | Dirrabarri and Horwood                | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 2        | 0   | 2   | 0   | 1   | 1    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 1    | 2    | 2    | 1    | 2            | 2   | 2   |     |
|                            |                             |                            |                                       | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 7        | 0   | 1   | 2   | 7   | 4    | 6    | 6    | 6    | 6    | 6    | 4    | 3    | 3    | 7    | 7    | 7    | 7            | 7   | 7   |     |
|                            |                             | H7N                        | Horwood and Wilde                     | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0            | 0   | 0   |     |
|                            |                             |                            |                                       | No Stopping (Taxis Excepted 1 minute)     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                            |                             | H8N                        | Wilde and George Khattar              | No Stopping (Taxis Excepted 1 minute)     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |     |
|                            |                             |                            |                                       | 2P 8am-8pm M-F 4P 8am-8pm S               | 3        | 0   | 3   | 3   | 2   | 1    | 3    | 3    | 0    | 3    | 2    | 1    | 2    | 3    | 3    | 3    | 3    | 3            | 3   | 3   |     |
|                            |                             | H9N                        | George Khattar and Charles            | Loading Zone (8am-6pm M-S), 2P6pm-8pm M-S | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 1            | 1   |     |     |
|                            |                             |                            |                                       | 2P 8am-8pm M-F 4P 8am-8pm S               | 8        | 2   | 5   | 4   | 7   | 8    | 7    | 6    | 6    | 6    | 7    | 6    | 5    | 7    | 7    | 8    | 8    |              |     |     |     |
|                            | No Stopping                 |                            |                                       | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            | 2P 8am-8pm M-F 4P 8am-8pm S |                            |                                       | 6                                         | 2        | 2   | 4   | 5   | 6   | 6    | 5    | 3    | 5    | 5    | 5    | 2    | 5    | 6    | 6    | 5    |      |              |     |     |     |
|                            | Disability Parking          |                            |                                       | 1                                         | 0        | 0   | 0   | 0   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1   |     |     |
|                            | Bus Zone                    |                            |                                       | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            | South                       | H1S                        | Marsden and Freemasons                | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0            | 0   | Yes |     |
|                            |                             |                            |                                       | No Parking                                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             | H2S                        | Freemasons and Church                 | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             | H3S                        | Church and Phillip                    | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             | H4S                        | Phillip and Erby                      | Loading Zone                              | 2        | 0   | 0   | 1   | 2   | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1            | 1   |     |     |
|                            |                             | H5S                        | Erby and Dirrabarri                   | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 9        | 1   | 7   | 6   | 9   | 7    | 10   | 7    | 5    | 8    | 8    | 7    | 8    | 7    | 8    | 7    | 8    | 8            | 8   | Yes |     |
|                            |                             |                            |                                       | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             | H6S                        | Dirrabarri and Horwood                | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 10       | 0   | 0   | 1   | 4   | 8    | 5    | 7    | 7    | 6    | 6    | 5    | 4    | 7    | 7    | 7    | 8    |              |     |     |     |
|                            |                             |                            |                                       | No Stopping (Taxis Excepted 1 minute)     | 1        | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             | H7S                        | Horwood and Smith                     | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S  | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
|                            |                             |                            |                                       | No Stopping (Taxis Excepted 1 minute)     | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |     |
| H8N                        |                             | Smith and George Khattar   | No Stopping (Taxis Excepted 1 minute) | 1                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            |                             |                            | No Parking                            | 0                                         | 0        | 0   | 3   | 1   | 1   | 1    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
| H9N                        |                             | George Khattar and Charles | Disability Parking                    | 2                                         | 0        | 0   | 0   | 0   | 0   | 1    | 1    | 1    | 2    | 1    | 2    | 1    | 1    | 0    | 1    | 0    | 1    | 1            |     |     |     |
|                            |                             |                            | 2P 8am-8pm M-F 4P 8am-8pm S           | 6                                         | 1        | 5   | 5   | 5   | 5   | 4    | 4    | 4    | 4    | 5    | 2    | 5    | 5    | 6    | 5    |      |      |              |     |     |     |
|                            | No Stopping                 |                            | 0                                     | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            | Yes |     |     |
|                            | No Parking                  |                            | 0                                     | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | Post Zone                   |                            | 1                                     | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
|                            | No Parking                  |                            | 0                                     | 0                                         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |     |
| Total                      |                             |                            |                                       | Total                                     | 75       | 8   | 27  | 36  | 52  | 51   | 54   | 51   | 42   | 47   | 44   | 42   | 31   | 60   | 55   | 60   | 62   |              |     |     |     |
|                            |                             |                            |                                       | Unoccupied                                | 67       | 48  | 39  | 23  | 24  | 21   | 24   | 33   | 28   | 31   | 33   | 44   | 15   | 20   | 15   | 13   |      |              |     |     |     |
|                            |                             |                            |                                       | Percentage Occupied                       | 11%      | 36% | 48% | 69% | 68% | 72%  | 68%  | 56%  | 63%  | 59%  | 56%  | 41%  | 80%  | 73%  | 80%  | 83%  |      |              |     |     |     |

| Location                 | Side | Map Code | Between              | Restriction                                      | Capacity    | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |   |   |  |
|--------------------------|------|----------|----------------------|--------------------------------------------------|-------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|---|---|--|
| Smith St<br>(Street "I") | East | I1E      | Phillip and George   | No Stopping (Taxis Excepted 1 minute)            | 2           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |   |  |
|                          |      |          |                      | Bus Zone                                         | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  |   |   |  |
|                          |      |          |                      | Taxi Zone (6pm-5:30am F 10pm-5am S), No Stopping | 2           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |   |  |
|                          |      |          |                      | No Stopping                                      | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |   |  |
|                          |      |          |                      | No Stopping                                      | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |   |  |
|                          | West | I2W      | George and Macquarie | Phillip and George                               | No Stopping | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |   |  |
|                          |      |          |                      |                                                  | Bus Zone    | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 |   |  |
|                          |      |          |                      |                                                  | No Stopping | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 | 0 |  |
|                          |      |          |                      |                                                  | No Stopping | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 | 0 |  |
|                          |      |          |                      |                                                  | No Stopping | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 | 0 |  |
| Total                    |      |          |                      | Total                                            | 4           | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |   |  |
|                          |      |          |                      | Unoccupied                                       | 4           | 4   | 4   | 4   | 4   | 3    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4            | 4  |   |   |  |
|                          |      |          |                      | Percentage Occupied                              | 0%          | 0%  | 0%  | 0%  | 0%  | 25%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%           | 0% |   |   |  |

**TTM Data**

TTM Reference: 19SYD0164

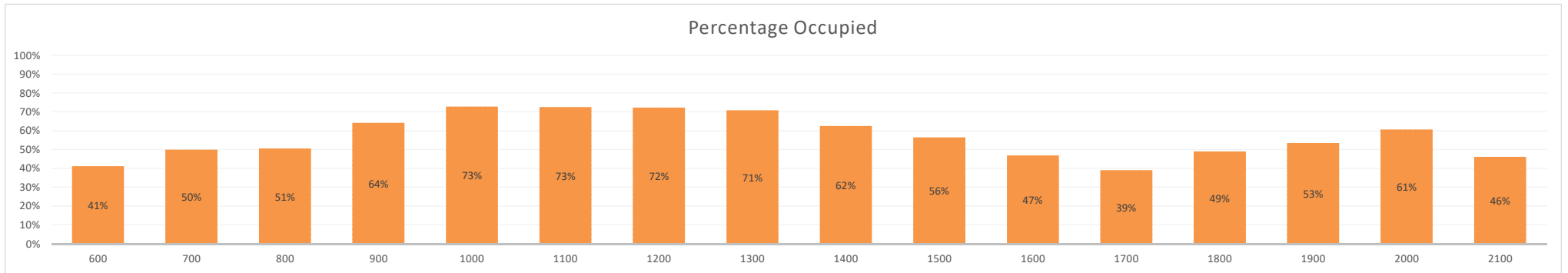
Location: Parramatta CBD

Date: Wednesday, 16 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 455 | 187 | 227 | 230 | 292  | 331  | 330  | 329  | 322  | 284  | 257  | 213  | 177  | 223  | 243  | 276  |
|                     | <b>Unoccupied</b>          | 268 | 228 | 225 | 163 | 124  | 125  | 126  | 133  | 171  | 198  | 242  | 278  | 232  | 212  | 179  | 245  |
|                     | <b>Percentage Occupied</b> | 41% | 50% | 51% | 64% | 73%  | 73%  | 72%  | 71%  | 62%  | 56%  | 47%  | 39%  | 49%  | 53%  | 61%  | 46%  |



| Location              | Side | Map Code | Between                    | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|-----------------------|------|----------|----------------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Argus Ln (Street "A") | East | A1E      | George and Macquarie       | No Stopping                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                       | West | A1W      | George and Union           | 2P 8am-8pm M-F / 4P 8am-8pm S | 8        | 3   | 4   | 4   | 6   | 7    | 7    | 8    | 8    | 5    | 5    | 3    | 4    | 5    | 6    | 5    | 4    |   |
|                       |      | A2W      | Union and Macquarie        | No Stopping                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                       |      |          |                            | <b>Total</b>                  |          | 8   | 3   | 4   | 4   | 6    | 7    | 7    | 8    | 8    | 5    | 5    | 3    | 4    | 5    | 6    | 5    | 4 |
|                       |      |          |                            | <b>Unoccupied</b>             |          | 5   | 4   | 4   | 2   | 1    | 1    | 0    | 0    | 3    | 3    | 5    | 4    | 3    | 2    | 3    | 4    |   |
|                       |      |          | <b>Percentage Occupied</b> |                               | 38%      | 50% | 50% | 75% | 88% | 88%  | 100% | 100% | 63%  | 63%  | 38%  | 50%  | 63%  | 75%  | 63%  | 50%  |      |   |

| Location                | Side                          | Map Code | Between                    | Restriction                              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|-------------------------|-------------------------------|----------|----------------------------|------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Charles St (Street "B") | East                          | B1E      | Macquarie and Hassall      | 2P 8am-8pm M-F / 4P 8am-8pm S            | 14       | 13  | 13  | 12  | 13  | 13   | 13   | 14   | 14   | 10   | 6    | 5    | 7    | 7    | 6    | 12   | 13   |
|                         | West                          | B1W      | Macquarie and Little       | Work Zone 6am-6pm M-S / 1/4P 6pm-8pm M-S | 5        | 2   | 2   | 2   | 2   | 2    | 2    | 3    | 3    | 2    | 3    | 2    | 0    | 0    | 0    | 0    | 0    |
|                         |                               | B2W      | Little and Hassall         | No Parking (Police Vehicles Excepted)    | 4        | 3   | 3   | 5   | 5   | 5    | 5    | 5    | 5    | 4    | 2    | 3    | 3    | 1    | 1    | 1    | 2    |
|                         | 2P 8am-8pm M-F / 4P 8am-8pm S |          |                            | 4                                        | 4        | 4   | 3   | 5   | 5   | 5    | 5    | 4    | 4    | 4    | 3    | 5    | 5    | 4    | 5    | 4    |      |
|                         |                               |          |                            | <b>Total</b>                             |          | 27  | 22  | 22  | 22  | 25   | 25   | 25   | 27   | 26   | 20   | 15   | 13   | 15   | 13   | 11   | 18   |
|                         |                               |          | <b>Unoccupied</b>          |                                          | 5        | 5   | 5   | 2   | 2   | 2    | 0    | 1    | 7    | 12   | 14   | 12   | 14   | 16   | 9    | 8    |      |
|                         |                               |          | <b>Percentage Occupied</b> |                                          | 81%      | 81% | 81% | 93% | 93% | 93%  | 100% | 96%  | 74%  | 56%  | 48%  | 56%  | 48%  | 41%  | 67%  | 70%  |      |

| Location                   | Side | Map Code | Between               | Restriction                                                                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |   |   |
|----------------------------|------|----------|-----------------------|---------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|---|---|
| Harris St<br>(Street "C")  | East | C1E      | George and Parkes     | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |   |   |
|                            |      |          |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |   |
|                            |      |          |                       | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            |      |          |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            | West | C1W      | George and Macquarie  | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |   |
|                            |      |          |                       | 10P 8am-6pm M-F / Taxi Zone 10pm-6am                                                        | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            |      | C2W      | Macquarie and Hassall | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            |      |          |                       | No Parking 6:30am-9:30am 3:30pm-6:30pm M-F / 2P 9:30am-3:30pm 6:30pm-8pm M-F / 4P 8am-6pm S | 9        | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 3    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            |      | C3W      | Hassall and Parkes    | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
|                            |      |          |                       | <b>Total</b>                                                                                | 14       | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 3    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 | 0 |
| <b>Unoccupied</b>          |      |          |                       |                                                                                             | 14       | 14  | 14  | 14  | 14  | 13   | 11   | 12   | 13   | 14   | 14   | 14   | 14   | 14   | 14   | 14   | 14   | 14 |    |   |   |
| <b>Percentage Occupied</b> |      |          |                       |                                                                                             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 7%   | 21%  | 14%  | 7%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% | 0% |   |   |

| Location                   | Side  | Map Code          | Between            | Restriction     | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |   |
|----------------------------|-------|-------------------|--------------------|-----------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|---|
| Hassall St<br>(Street "D") | North | D1N               | West of Parkes     | 2P 8am-6pm M-S  | 3        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1  |    |   |
|                            |       |                   |                    | 10P 8am-6pm M-F | 9        | 6   | 6   | 6   | 6   | 6    | 6    | 6    | 4    | 3    | 1    | 1    | 3    | 2    | 2    | 2    | 2    | 2  |    |   |
|                            |       | D2N               | Harris and Charles | 4P 8am-6pm M-S  | 9        | 6   | 7   | 5   | 7   | 7    | 8    | 7    | 7    | 5    | 2    | 3    | 4    | 5    | 6    | 6    | 6    | 6  |    |   |
|                            |       |                   |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                            | South | D1S               | West of Parkes     | 2P 8am-6pm M-S  | 3        | 0   | 0   | 0   | 3   | 0    | 1    | 2    | 2    | 2    | 1    | 3    | 2    | 1    | 1    | 1    | 1    | 1  |    |   |
|                            |       |                   |                    | 10P 8am-6pm M-F | 17       | 15  | 15  | 17  | 18  | 18   | 18   | 17   | 18   | 17   | 10   | 4    | 1    | 5    | 1    | 0    | 0    | 0  |    |   |
|                            |       | D2S               | Harris and Wigram  | 4P 8am-6pm M-S  | 13       | 8   | 8   | 5   | 10  | 12   | 13   | 12   | 12   | 7    | 9    | 11   | 7    | 11   | 10   | 12   | 12   |    |    |   |
|                            |       |                   |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                            |       | D3S               | Wigram and Charles | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                            |       |                   |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                            |       | <b>Total</b>      |                    |                 |          |     | 54  | 36  | 37  | 34   | 45   | 44   | 47   | 45   | 46   | 38   | 29   | 22   | 15   | 25   | 20   | 22 | 22 |   |
|                            |       | <b>Unoccupied</b> |                    |                 |          |     | 18  | 17  | 20  | 9    | 10   | 7    | 9    | 8    | 16   | 25   | 32   | 39   | 29   | 34   | 32   | 32 |    |   |
| <b>Percentage Occupied</b> |       |                   |                    |                 | 67%      | 69% | 63% | 83% | 81% | 87%  | 83%  | 85%  | 70%  | 54%  | 41%  | 28%  | 46%  | 37%  | 41%  | 41%  |      |    |    |   |

| Location                                  | Side | Map Code | Between              | Restriction                                                                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |   |
|-------------------------------------------|------|----------|----------------------|-------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Horwood Pl<br>(Street "E")                | East | E1E      | George and Macquarie | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S / 1/4P Free with Ticket / Taxie Zone 1:30am-5am | 9        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                                           |      |          |                      | No Stopping                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2 | 2 | 2 |   |
|                                           |      |          |                      | No Stopping                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                                           | West | E1W      | George and Hunter    | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                                           |      |          |                      | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S                             | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | No Stopping                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                                           |      |          |                      | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | No Stopping                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 1        | 1   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | No Stopping (Taxis Excepted 1min)                                                         | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                                           |      |          |                      | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S                             | 3        | 2   | 2   | 2   | 2   | 1    | 1    | 2    | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 2 |   |   |   |
| 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S | 5    | 5        | 5                    | 3                                                                                         | 5        | 5   | 5   | 5   | 5   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    |      |   |   |   |   |
| <b>Total</b>                              |      |          |                      |                                                                                           | 31       | 10  | 9   | 7   | 9   | 8    | 8    | 10   | 11   | 10   | 9    | 9    | 9    | 9    | 10   | 9    | 9    |   |   |   |   |
| <b>Unoccupied</b>                         |      |          |                      |                                                                                           | 21       | 22  | 24  | 22  | 23  | 23   | 21   | 20   | 21   | 22   | 22   | 22   | 22   | 21   | 22   | 22   |      |   |   |   |   |
| <b>Percentage Occupied</b>                |      |          |                      |                                                                                           | 32%      | 29% | 23% | 29% | 26% | 26%  | 32%  | 35%  | 32%  | 29%  | 29%  | 29%  | 29%  | 32%  | 29%  | 29%  |      |   |   |   |   |

All Spots occupied for "Parramatta Lanes" event

| Location                  | Side  | Map Code                   | Between               | Restriction                                                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |     |   |
|---------------------------|-------|----------------------------|-----------------------|---------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|-----|---|
| Hunter St<br>(Street "F") | North | F1N                        | Pitt and O'Connell    | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 8        | 1   | 2   | 4   | 5   | 8    | 8    | 8    | 7    | 8    | 8    | 8    | 4    | 5    | 6    | 7    | 6    |     |   |
|                           |       |                            |                       | No Stopping                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |
|                           |       |                            |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S | 2        | 1   | 2   | 1   | 0   | 2    | 2    | 2    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 2    | 2   | 2 |
|                           |       |                            |                       | No Parking (Meals on Wheels Drivers Excepted)                 | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |
|                           |       |                            |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 5        | 1   | 4   | 4   | 5   | 5    | 4    | 5    | 5    | 5    | 5    | 5    | 4    | 3    | 4    | 4    | 4    | 5   | 3 |
|                           |       | F2N                        | O'Connell and Marsden | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 15       | 7   | 11  | 11  | 12  | 13   | 14   | 15   | 14   | 8    | 15   | 14   | 13   | 14   | 15   | 15   | 13   |     |   |
|                           |       |                            |                       | P5min 8am-6pm M-S                                             | 2        | 1   | 2   | 0   | 0   | 2    | 1    | 2    | 0    | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 2    | 0   |   |
|                           |       |                            |                       | No Stopping (Taxis Excepted 1min)                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |
|                           |       |                            |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 3        | 1   | 2   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3    | 3    | 3    | 2   |   |
|                           |       |                            |                       | No Parking                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |
|                           | South | F1S                        | Pitt and O'Connell    | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 16       | 1   | 7   | 7   | 12  | 16   | 15   | 15   | 14   | 12   | 15   | 10   | 11   | 11   | 12   | 12   | 9    |     |   |
|                           |       |                            |                       | No Stopping (Taxis Excepted 1min)                             | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |
|                           |       |                            |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 2        | 1   | 0   | 2   | 1   | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 0    | 0    | 0    | 2    | 2    | 2   |   |
|                           |       | F2S                        | O'Connell and Marsden | No Stopping (Taxis Excepted 1min)                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |
|                           |       |                            |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 9        | 5   | 6   | 3   | 8   | 8    | 8    | 9    | 8    | 7    | 8    | 8    | 7    | 9    | 6    | 9    | 8    |     |   |
|                           |       |                            |                       | Loading Zone 8am-6pm M-S / 2P 6pm-8pm M-S                     | 3        | 1   | 1   | 3   | 2   | 2    | 2    | 2    | 1    | 1    | 2    | 1    | 1    | 2    | 2    | 2    | 2    |     |   |
|                           |       |                            |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 6        | 4   | 5   | 5   | 6   | 6    | 6    | 7    | 7    | 7    | 6    | 7    | 6    | 9    | 7    | 7    | 7    |     |   |
|                           |       |                            |                       | No Stopping (Taxis Excepted 1min)                             | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |   |
|                           |       | F3S                        | East of Marsden       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 4        | 1   | 2   | 2   | 4   | 4    | 4    | 4    | 4    | 3    | 4    | 4    | 4    | 3    | 4    | 4    | 2    |     |   |
|                           |       |                            |                       | Loading Zone                                                  | 1        | 0   | 0   | 1   | 0   | 0    | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 1    | 1    | 1    |     |   |
|                           |       |                            |                       | <b>Total</b>                                                  | 82       | 25  | 44  | 44  | 57  | 70   | 69   | 73   | 67   | 58   | 68   | 63   | 54   | 62   | 66   | 71   | 57   |     |   |
|                           |       |                            |                       | <b>Unoccupied</b>                                             | 57       | 38  | 38  | 25  | 12  | 13   | 9    | 15   | 24   | 14   | 19   | 28   | 20   | 16   | 11   | 25   |      |     |   |
|                           |       | <b>Percentage Occupied</b> |                       |                                                               |          |     | 30% | 54% | 54% | 70%  | 85%  | 84%  | 89%  | 82%  | 71%  | 83%  | 77%  | 66%  | 76%  | 80%  | 87%  | 70% |   |

| Location                  | Side  | Map Code | Between         | Restriction                                                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |     |     |
|---------------------------|-------|----------|-----------------|-----------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|
| Little St<br>(Street "G") | North | G1N      | West of Charles | No Stopping                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |     |     |
|                           |       |          |                 | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S               | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |
|                           |       |          |                 | Disability Parking                                                          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |     |
|                           |       |          |                 | 2P 8am-8pm M-F / 4P 8am-8pm S                                               | 23       | 12  | 12  | 10  | 17  | 18   | 17   | 14   | 17   | 14   | 10   | 5    | 1    | 10   | 12   | 18   | 13   |     |     |
|                           | South | G1S      | West of Charles | No Stopping                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |     |     |
|                           |       |          |                 | P5min 8am-9:30am 2:30-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F / 4P 8am-8pm S | 9        | 4   | 12  | 12  | 13  | 13   | 13   | 9    | 10   | 10   | 11   | 7    | 6    | 5    | 4    | 4    | 4    |     |     |
|                           |       |          |                 | No Parking (Police Vehicles Excepted)                                       | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |
|                           |       |          |                 | Disability Parking                                                          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |
|                           |       |          |                 | <b>Total</b>                                                                | 39       | 16  | 24  | 22  | 30  | 31   | 30   | 23   | 27   | 24   | 21   | 12   | 7    | 15   | 16   | 22   | 17   |     |     |
|                           |       |          |                 | <b>Unoccupied</b>                                                           |          |     |     |     | 23  | 15   | 17   | 9    | 8    | 9    | 16   | 12   | 15   | 18   | 27   | 32   | 24   | 23  | 17  |
|                           |       |          |                 | <b>Percentage Occupied</b>                                                  |          |     |     |     | 41% | 62%  | 56%  | 77%  | 79%  | 77%  | 59%  | 69%  | 62%  | 54%  | 31%  | 18%  | 38%  | 41% | 56% |

| Location                     | Side  | Map Code | Between               | Restriction                                                    | Capacity | 600                               | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |   |
|------------------------------|-------|----------|-----------------------|----------------------------------------------------------------|----------|-----------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Macquarie St<br>(Street "H") | North | H1N      | Piit and O'Connell    | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |   |   |
|                              |       | H2N      | O'Connell and Marsden | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       |          |                       | No Stopping (Taxis Excepted 1min)                              | 2        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                              |       |          |                       | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                              |       |          |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                      | 3        | 3                                 | 3   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 0    | 0    | 3    | 3 | 0 | 0 |   |
|                              |       |          |                       | No Parking (Authorised Mail Vehicles Excepted)                 | 1        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                              |       |          |                       | P5min                                                          | 2        | 2                                 | 2   | 0   | 1   | 2    | 1    | 1    | 2    | 1    | 2    | 1    | 0    | 2    | 2    | 2    | 2    | 2 | 2 | 3 | 0 |
|                              |       |          |                       | Taxi Zone                                                      | 2        | 0                                 | 1   | 0   | 1   | 0    | 2    | 1    | 0    | 2    | 1    | 0    | 2    | 0    | 0    | 0    | 0    | 1 | 0 | 0 |   |
|                              |       |          |                       | Disability Parking                                             | 1        | 1                                 | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 1 | 0 | 0 |   |
|                              |       |          |                       | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                              |       |          |                       | Disability Parking                                             | 2        | 2                                 | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2 | 0 | 0 |   |
|                              |       | H3N      | Marsden and Church    | No Parking                                                     | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                              |       |          |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-S 4pm-8pm S  | 2        | 2                                 | 2   | 1   | 1   | 1    | 2    | 2    | 2    | 2    | 1    | 2    | 2    | 1    | 2    | 2    | 2    | 2 | 1 |   |   |
|                              |       |          |                       | Disability Parking                                             | 1        | 0                                 | 0   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 0    | 0    | 1 | 0 |   |   |
|                              |       |          |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                      | 6        | 4                                 | 1   | 4   | 3   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 5    | 6    | 5    | 5 |   |   |   |
|                              |       | H4N      | Church and Horwood    | Truck Zone 8am-6pm M-S / 2P 6pm-8pm M-S                        | 3        | 3                                 | 3   | 0   | 1   | 0    | 1    | 0    | 1    | 0    | 1    | 1    | 0    | 0    | 2    | 2    | 3    | 2 |   |   |   |
|                              |       |          |                       | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                              |       | H5N      | Horwood and Smith     | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       |          |                       | No Stopping (Taxis Excepted 1min)                              | 3        | 0                                 | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       | H6N      | Smith and Barrack     | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       |          |                       | No Parking                                                     | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       | H7N      | Barrack and Charles   | No Parking (8am-6pm M-F), 2P 6pm-8pm M-F 8am-8pm S             | 2        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 2    | 2 | 0 |   |   |
|                              |       |          |                       | Loading Zone (8am-6pm M-F 8am-4pm S), 4P 6pm-8pm M-F 4pm-8pm S | 2        | 0                                 | 1   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 0 | 0 |   |   |
|                              |       |          |                       | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                              |       |          |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                      | 4        | 2                                 | 5   | 6   | 6   | 7    | 7    | 7    | 6    | 7    | 2    | 3    | 5    | 7    | 7    | 6    | 0    | 0 |   |   |   |
|                              |       | H8N      | Charles and Argus     | Disability Parking                                             | 1        | 0                                 | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    |   |   |   |   |
|                              |       |          |                       | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |   |   |
|                              |       | H8N      | Charles and Argus     | No Stopping                                                    | 0        | 0                                 | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |   |   |
|                              |       |          |                       | 2P 8am-8pm M-F, 4P 8am-8pm S                                   | 6        | 6                                 | 6   | 6   | 7   | 6    | 7    | 6    | 6    | 6    | 4    | 4    | 4    | 6    | 6    | 6    | 6    |   |   |   |   |
|                              |       | H9N      | Argus and Harris      | No Stopping                                                    | 0        | 0                                 | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |   |   |
|                              |       |          |                       | 4P 8am-8pm M-S                                                 | 16       | 6                                 | 3   | 10  | 14  | 14   | 14   | 14   | 14   | 12   | 12   | 7    | 6    | 4    | 4    | 8    | 5    |   |   |   |   |
|                              |       |          |                       |                                                                |          | No Stopping (Taxis Excepted 1min) | 4   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1 |   |   |   |

|                              |       |     |                       |                                                                                    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |    |    |   |   |
|------------------------------|-------|-----|-----------------------|------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|---|---|
| Macquarie St<br>(Street "H") | South | H1S | Pitt and O'Connell    | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  |   |   |
|                              |       | H2S | O'Connell and Marsden | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S                      | 1   | 0   | 0   | 1   | 1   | 1   | 2   | 0   | 1   | 1   | 1   | 0   | 0   | 1   | 2   | 3  | 3  | 3 | 1 |
|                              |       |     |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                          | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 1   | 2   | 3   | 3  | 3  | 3 | 3 |
|                              |       |     |                       | Bus Zone                                                                           | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                          | 8   | 4   | 8   | 6   | 7   | 8   | 7   | 8   | 7   | 8   | 7   | 7   | 5   | 7   | 8   | 8  | 8  | 5 | 5 |
|                              |       | H3S | Marsden and Smith     | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1  | 0  | 0 |   |
|                              |       |     |                       | Mail Zone                                                                          | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 1  | 0  | 0 |   |
|                              |       |     |                       | Disability Parking                                                                 | 1   | 0   | 0   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1   | 1  | 0  | 0 | 0 |
|                              |       |     |                       | P5min                                                                              | 2   | 1   | 0   | 1   | 1   | 2   | 2   | 1   | 2   | 2   | 1   | 2   | 2   | 2   | 2   | 1  | 2  | 1 | 1 |
|                              |       |     |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                          | 5   | 5   | 5   | 2   | 5   | 6   | 6   | 6   | 6   | 5   | 6   | 6   | 6   | 6   | 6   | 5  | 6  | 0 | 0 |
|                              |       |     |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S                      | 1   | 1   | 1   | 1   | 1   | 2   | 2   | 2   | 0   | 0   | 0   | 1   | 1   | 1   | 0   | 1  | 0  | 0 |   |
|                              |       |     |                       | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | Bus Zone                                                                           | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | No Parking                                                                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | P5min                                                                              | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                          | 3   | 4   | 5   | 4   | 4   | 5   | 5   | 5   | 4   | 5   | 3   | 3   | 3   | 5   | 5   | 4  | 0  | 0 | 0 |
|                              |       |     |                       | Work Zone                                                                          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       |     |                       | Bus Zone                                                                           | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 | 0 |
|                              |       | H4S | Smith and Charles     | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | No Parking                                                                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | Bus Zone                                                                           | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | No Parking                                                                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S                                           | 4   | 3   | 3   | 1   | 2   | 3   | 3   | 3   | 2   | 1   | 2   | 2   | 4   | 4   | 4   | 4  | 0  | 0 | 0 |
|                              |       |     |                       | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 2  | 2  | 0 | 0 |
|                              |       | H5S | Charles and Harris    | 1/4P 8am-9:30am 2pm-3:30pm School Days, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S | 3   | 1   | 1   | 2   | 1   | 3   | 1   | 2   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 2  | 0  | 0 |   |
|                              |       |     |                       | No Parking (Buses and Coaches Excepted)                                            | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | 4P 8am-8pm M-S                                                                     | 8   | 6   | 7   | 6   | 9   | 8   | 8   | 8   | 8   | 7   | 6   | 5   | 4   | 4   | 4   | 6  | 8  | 8 | 8 |
|                              |       |     |                       | No Stopping                                                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | Bus Zone                                                                           | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0 |   |
|                              |       |     |                       | 4P 8am-8pm M-S                                                                     | 7   | 1   | 1   | 3   | 5   | 6   | 5   | 6   | 4   | 4   | 3   | 2   | 2   | 2   | 3   | 4  | 4  | 4 | 4 |
|                              |       |     |                       | No Parking                                                                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 1 | 1 |
|                              |       |     |                       | 1/4P 8am-9:30am 2pm-3:30pm School Days, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S | 9   | 0   | 0   | 0   | 3   | 6   | 7   | 5   | 5   | 2   | 2   | 1   | 1   | 1   | 2   | 3  | 3  | 3 | 3 |
| <b>Total</b>                 | 122   |     |                       | 61                                                                                 | 65  | 69  | 88  | 101 | 102 | 97  | 90  | 88  | 72  | 63  | 56  | 70  | 84  | 90  | 49  | 49 | 49 |   |   |
| <b>Unoccupied</b>            | 61    |     |                       | 57                                                                                 | 53  | 34  | 21  | 20  | 25  | 32  | 34  | 50  | 59  | 66  | 52  | 38  | 32  | 73  | 73  | 73 | 73 |   |   |
| <b>Percentage Occupied</b>   | 50%   | 53% | 57%                   | 72%                                                                                | 83% | 84% | 80% | 74% | 72% | 59% | 52% | 46% | 57% | 69% | 74% | 40% | 40% | 40% | 40% |    |    |   |   |

| Location                   | Side         | Map Code | Between              | Restriction                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|----------------------|----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Marsden St<br>(Street "I") | East         | I1E      | Macquarie and Hunter | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | West         | I1W      | Macquarie and Hunter | No Stopping                | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | <b>Total</b> |          |                      |                            | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |              |          |                      | <b>Unoccupied</b>          | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |              |          |                      | <b>Percentage Occupied</b> | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   |



| Location                     | Side         | Map Code | Between              | Restriction | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|------------------------------|--------------|----------|----------------------|-------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| O'Connell St<br>(Street "J") | East         | J1E      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                              | West         | J1W      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                              | <b>Total</b> |          |                      |             |          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
| <b>Unoccupied</b>            |              |          |                      |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Percentage Occupied</b>   |              |          |                      |             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |

| Location                   | Side         | Map Code | Between            | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|--------------|----------|--------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Parkes St<br>(Street "K")  | North        | K1N      | Hassall and Harris | No Stopping                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |              |          |                    | No Stopping 6am-10am 3pm-7pm M-F | 28       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | South        | K1S      | Hassall and Harris | No Stopping                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |              |          |                    | No Parking                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | <b>Total</b> |          |                    |                                  |          | 28  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Unoccupied</b>          |              |          |                    |                                  | 28       | 28  | 28  | 28  | 28  | 28   | 28   | 28   | 26   | 27   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28 |
| <b>Percentage Occupied</b> |              |          |                    |                                  | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 7%   | 4%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |

| Location                   | Side         | Map Code | Between              | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|----------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Pitt St<br>(Street "L")    | East         | L1E      | Macquarie and Hunter | 2P 8am-8pm M-F / 4P 8am-8pm S         | 14       | 0   | 1   | 3   | 9   | 13   | 12   | 12   | 12   | 12   | 12   | 10   | 3    | 2    | 6    | 10   | 8    |
|                            | West         | L1W      | Macquarie and Hunter | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |              |          |                      | 2P 8am-8pm M-F / 4P 8am-8pm S         | 8        | 3   | 5   | 6   | 3   | 8    | 8    | 8    | 8    | 7    | 7    | 5    | 1    | 1    | 3    | 5    | 4    |
|                            |              |          |                      | Bus Zone 8am-6pm M-S / 2P 6pm-8pm M-S | 4        | 0   | 0   | 1   | 0   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | <b>Total</b> |          |                      |                                       |          | 26  | 3   | 6   | 10  | 12   | 23   | 20   | 20   | 19   | 19   | 15   | 4    | 3    | 9    | 15   | 12   |
| <b>Unoccupied</b>          |              |          |                      |                                       | 23       | 20  | 16  | 14  | 3   | 6    | 6    | 6    | 7    | 7    | 11   | 22   | 23   | 17   | 11   | 14   |      |
| <b>Percentage Occupied</b> |              |          |                      |                                       | 12%      | 23% | 38% | 46% | 88% | 77%  | 77%  | 77%  | 73%  | 73%  | 58%  | 15%  | 12%  | 35%  | 58%  | 46%  |      |

| Location                   | Side         | Map Code | Between             | Restriction | Capacity | 600 | 700 | 800 | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|---------------------|-------------|----------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Smith St<br>(Street "M")   | North        | M1N      | Macquarie and Darcy | No Stopping | 0        | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South        | M1S      | Macquarie and Darcy | No Stopping | 0        | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |              |          |                     | P5min       | 2        | 1   | 0   | 1   | 1    | 2    | 0    | 2    | 1    | 2    | 1    | 2    | 2    | 1    | 2    | 2    | 2    |
|                            |              |          |                     | No Parking  | 0        | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | <b>Total</b> |          |                     |             |          | 2   | 1   | 0   | 1    | 1    | 2    | 0    | 2    | 1    | 2    | 1    | 2    | 1    | 2    | 2    | 2    |
| <b>Unoccupied</b>          |              |          |                     |             | 1        | 2   | 1   | 1   | 0    | 2    | 0    | 1    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    |      |
| <b>Percentage Occupied</b> |              |          |                     |             | 50%      | 0%  | 50% | 50% | 100% | 0%   | 100% | 50%  | 100% | 50%  | 100% | 100% | 50%  | 100% | 100% | 100% |      |

| Location                   | Side         | Map Code | Between           | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|-------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Union St<br>(Street "N")   | North        | N1N      | Charles and Argus | 2P 8am-8pm M-F / 4P 8am-8pm S | 12       | 7   | 8   | 9   | 10  | 11   | 12   | 12   | 12   | 9    | 10   | 5    | 6    | 12   | 11   | 12   | 10   |
|                            | South        | 2        | Charles and Argus | Disability Parking            | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |              |          |                   | 2P 8am-8pm M-F / 4P 8am-8pm S | 9        | 2   | 7   | 7   | 8   | 8    | 8    | 8    | 9    | 8    | 8    | 6    | 5    | 8    | 8    | 10   | 9    |
|                            | <b>Total</b> |          |                   |                               |          | 22  | 10  | 16  | 17  | 19   | 20   | 21   | 21   | 22   | 18   | 18   | 11   | 11   | 20   | 19   | 22   |
| <b>Unoccupied</b>          |              |          |                   |                               | 12       | 6   | 5   | 3   | 2   | 1    | 1    | 0    | 4    | 4    | 11   | 11   | 2    | 3    | 0    | 3    |      |
| <b>Percentage Occupied</b> |              |          |                   |                               | 45%      | 73% | 77% | 86% | 91% | 95%  | 95%  | 100% | 82%  | 82%  | 50%  | 50%  | 91%  | 86%  | 100% | 86%  |      |

TTM Data

TTM Reference: 19SYD0164

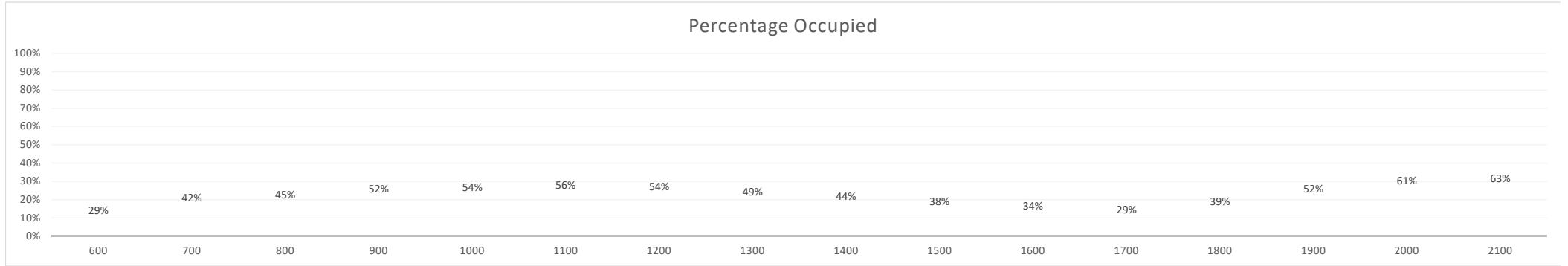
Location: Parramatta CBD

Date: Saturday, 19 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 455 | 131 | 191 | 207 | 237  | 245  | 255  | 247  | 221  | 198  | 175  | 153  | 134  | 176  | 235  | 276  |
|                     | Unoccupied          | 324 | 264 | 248 | 218 | 210  | 200  | 208  | 234  | 257  | 280  | 302  | 321  | 279  | 220  | 179  | 168  |
|                     | Percentage Occupied | 29% | 42% | 45% | 52% | 54%  | 56%  | 54%  | 49%  | 44%  | 38%  | 34%  | 29%  | 39%  | 52%  | 61%  | 63%  |



| Location                   | Side              | Map Code | Between              | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------------------|----------|----------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Argus Ln (Street "A")      | East              | A1E      | George and Macquarie | No Stopping                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            | West              | A1W      | George and Union     | 2P 8am-8pm M-F / 4P 8am-8pm S | 8        | 2   | 5   | 6   | 7   | 6    | 7    | 4    | 5    | 3    | 3    | 2    | 2    | 0    | 0    | 0    | 6    | 4 |
|                            |                   | A2W      | Union and Macquarie  | No Stopping                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | <b>Total</b>      |          |                      |                               |          | 8   | 2   | 5   | 6   | 7    | 6    | 7    | 4    | 5    | 3    | 3    | 2    | 2    | 0    | 0    | 6    | 4 |
|                            | <b>Unoccupied</b> |          |                      |                               |          | 6   | 3   | 2   | 1   | 2    | 1    | 4    | 3    | 5    | 5    | 6    | 6    | 8    | 8    | 8    | 2    | 4 |
| <b>Percentage Occupied</b> |                   |          |                      |                               |          | 25% | 63% | 75% | 88% | 75%  | 88%  | 50%  | 63%  | 38%  | 38%  | 25%  | 25%  | 0%   | 0%   | 75%  | 50%  |   |

| Location                   | Side         | Map Code | Between               | Restriction                              | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|--------------|----------|-----------------------|------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Charles St (Street "B")    | East         | B1E      | Macquarie and Hassall | 2P 8am-8pm M-F / 4P 8am-8pm S            | 14       | 11  | 14  | 11  | 15  | 12   | 12   | 11   | 8    | 8    | 10   | 8    | 6    | 10   | 13   | 14   | 12   |    |
|                            | West         | B1W      | Macquarie and Little  | Work Zone 6am-6pm M-S / 1/4P 6pm-8pm M-S | 5        | 1   | 1   | 1   | 2   | 2    | 1    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |              | B2W      | Little and Hassall    | No Parking (Police Vehicles Excepted)    | 4        | 1   | 4   | 5   | 3   | 3    | 3    | 2    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |              |          |                       | 2P 8am-8pm M-F / 4P 8am-8pm S            | 4        | 1   | 2   | 2   | 5   | 5    | 5    | 4    | 4    | 5    | 5    | 5    | 3    | 5    | 5    | 4    | 3    |    |
|                            | <b>Total</b> |          |                       |                                          |          | 27  | 14  | 21  | 19  | 25   | 22   | 21   | 19   | 17   | 15   | 15   | 13   | 9    | 15   | 18   | 18   | 15 |
| <b>Unoccupied</b>          |              |          |                       |                                          | 13       | 6   | 8   | 2   | 5   | 6    | 8    | 10   | 12   | 12   | 14   | 18   | 12   | 9    | 9    | 9    | 12   |    |
| <b>Percentage Occupied</b> |              |          |                       |                                          |          | 52% | 78% | 70% | 93% | 81%  | 78%  | 70%  | 63%  | 56%  | 56%  | 48%  | 33%  | 56%  | 67%  | 67%  | 56%  |    |

| Location                   | Side | Map Code | Between               | Restriction                                                                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |   |
|----------------------------|------|----------|-----------------------|---------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|
| Harris St<br>(Street "C")  | East | C1E      | George and Parkes     | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |   |
|                            |      |          |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                            |      |          |                       | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                            |      |          |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 | 0 |
|                            | West | C1W      | George and Macquarie  | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |   |
|                            |      |          |                       | 10P 8am-6pm M-F / Taxi Zone 10pm-6am                                                        | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                            |      | C2W      | Macquarie and Hassall | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                            |      |          |                       | No Parking 6:30am-9:30am 3:30pm-6:30pm M-F / 2P 9:30am-3:30pm 6:30pm-8pm M-F / 4P 8am-6pm S | 9        | 0   | 0   | 1   | 2   | 5    | 6    | 6    | 5    | 4    | 3    | 6    | 0    | 3    | 9    | 8    | 8    | 8 | 8 |   |   |
|                            |      | C3W      | Hassall and Parkes    | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
|                            |      |          |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |   |
| <b>Total</b>               |      |          |                       |                                                                                             | 14       | 0   | 0   | 1   | 2   | 5    | 6    | 6    | 5    | 4    | 3    | 6    | 0    | 3    | 9    | 8    | 8    |   |   |   |   |
| <b>Unoccupied</b>          |      |          |                       |                                                                                             | 14       | 14  | 13  | 12  | 9   | 8    | 8    | 9    | 10   | 11   | 8    | 14   | 11   | 5    | 6    | 6    |      |   |   |   |   |
| <b>Percentage Occupied</b> |      |          |                       |                                                                                             | 0%       | 0%  | 7%  | 14% | 36% | 43%  | 43%  | 36%  | 29%  | 21%  | 43%  | 0%   | 21%  | 64%  | 57%  | 57%  |      |   |   |   |   |

| Location                   | Side  | Map Code | Between            | Restriction     | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|----------|--------------------|-----------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Hassall St<br>(Street "D") | North | D1N      | West of Parkes     | 2P 8am-6pm M-S  | 3        | 1   | 1   | 1   | 2   | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |   |
|                            |       |          |                    | 10P 8am-6pm M-F | 9        | 6   | 5   | 6   | 6   | 6    | 6    | 3    | 5    | 5    | 4    | 3    | 2    | 4    | 2    | 3    | 3    |   |
|                            |       | D2N      | Harris and Charles | 4P 8am-6pm M-S  | 9        | 3   | 4   | 3   | 3   | 6    | 7    | 7    | 6    | 6    | 6    | 7    | 5    | 7    | 8    | 9    | 7    |   |
|                            |       |          |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | South | D1S      | West of Parkes     | 2P 8am-6pm M-S  | 3        | 0   | 4   | 4   | 5   | 5    | 5    | 5    | 5    | 4    | 0    | 4    | 4    | 4    | 4    | 3    | 3    |   |
|                            |       |          |                    | 10P 8am-6pm M-F | 17       | 18  | 18  | 18  | 18  | 18   | 18   | 17   | 13   | 7    | 4    | 4    | 7    | 8    | 9    | 10   | 6    |   |
|                            |       | D2S      | Harris and Wigram  | 4P 8am-6pm M-S  | 13       | 5   | 4   | 7   | 9   | 7    | 12   | 9    | 9    | 6    | 4    | 7    | 4    | 7    | 13   | 12   | 13   |   |
|                            |       |          |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       | D3S      | Wigram and Charles | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |          |                    | No Stopping     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| <b>Total</b>               |       |          |                    |                 | 54       | 33  | 36  | 39  | 43  | 44   | 49   | 42   | 39   | 29   | 19   | 26   | 23   | 31   | 37   | 38   | 34   |   |
| <b>Unoccupied</b>          |       |          |                    |                 | 21       | 18  | 15  | 11  | 10  | 5    | 12   | 15   | 25   | 35   | 28   | 31   | 23   | 17   | 16   | 20   |      |   |
| <b>Percentage Occupied</b> |       |          |                    |                 | 61%      | 67% | 72% | 80% | 81% | 91%  | 78%  | 72%  | 54%  | 35%  | 48%  | 43%  | 57%  | 69%  | 70%  | 63%  |      |   |

| Location                                                      | Side | Map Code | Between              | Restriction                                                                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|---------------------------------------------------------------|------|----------|----------------------|-------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Horwood Pl<br>(Street "E")                                    | East | E1E      | George and Macquarie | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S / 1/4P Free with Ticket / Taxie Zone 1:30am-5am | 9        | 0   | 0   | 0   | 6   | 6    | 7    | 7    | 7    | 5    | 7    | 7    | 3    | 4    | 7    | 8    | 8    |   |
|                                                               |      |          |                      | No Stopping                                                                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                                               |      | E2E      | Macquarie and Hunter | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 1    | 2    | 2    | 2    |   |
|                                                               |      |          |                      | No Stopping                                                                               | 0        | 1   | 1   | 0   | 0   | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                                                               | West | E1W      | George and Hunter    | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 3        | 0   | 1   | 0   | 3   | 3    | 2    | 3    | 3    | 3    | 3    | 2    | 0    | 1    | 3    | 3    | 3    |   |
|                                                               |      |          |                      | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S                             | 2        | 1   | 3   | 2   | 0   | 0    | 2    | 1    | 0    | 1    | 0    | 0    | 1    | 0    | 1    | 1    | 2    |   |
|                                                               |      |          |                      | No Stopping                                                                               | 0        | 2   | 5   | 5   | 4   | 5    | 5    | 4    | 3    | 4    | 4    | 3    | 1    | 3    | 5    | 5    | 5    |   |
|                                                               |      |          |                      | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0 |
|                                                               |      |          |                      | No Stopping                                                                               | 0        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 1    | 1    | 1 |
|                                                               |      |          |                      | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                                                 | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| No Stopping (Taxis Excepted 1min)                             |      |          |                      | 1                                                                                         | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 0    | 2    | 2    | 2    |   |
| Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S |      |          |                      | 3                                                                                         | 4        | 4   | 5   | 4   | 5   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 5    | 5    |   |
| 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 5    | 0        | 1                    | 0                                                                                         | 0        | 0   | 2   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |      |      |   |
| <b>Total</b>                                                  |      |          |                      |                                                                                           | 31       | 13  | 20  | 17  | 22  | 24   | 29   | 26   | 24   | 23   | 20   | 10   | 15   | 27   | 27   | 28   |      |   |
| <b>Unoccupied</b>                                             |      |          |                      |                                                                                           | 18       | 11  | 14  | 9   | 7   | 2    | 5    | 7    | 8    | 8    | 11   | 21   | 16   | 4    | 4    | 3    |      |   |
| <b>Percentage Occupied</b>                                    |      |          |                      |                                                                                           | 42%      | 65% | 55% | 71% | 77% | 94%  | 84%  | 77%  | 74%  | 74%  | 65%  | 32%  | 48%  | 87%  | 87%  | 90%  |      |   |

| Location                  | Side                                      | Map Code                                  | Between               | Restriction                                                   | Capacity                                  | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |   |
|---------------------------|-------------------------------------------|-------------------------------------------|-----------------------|---------------------------------------------------------------|-------------------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|---|
| Hunter St<br>(Street "F") | North                                     | F1N                                       | Pitt and O'Connell    | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 8                                         | 1   | 1   | 1   | 0   | 0    | 1    | 3    | 6    | 6    | 1    | 1    | 1    | 0    | 0    | 0    | 3    |    |    |   |
|                           |                                           |                                           |                       | No Stopping                                                   | 0                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           |                                           |                                           |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S | 2                                         | 0   | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 1  | 0 |
|                           |                                           |                                           |                       | No Parking (Meals on Wheels Drivers Excepted)                 | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                           | F2N                                       | O'Connell and Marsden | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 5                                         | 0   | 0   | 2   | 2   | 2    | 3    | 3    | 4    | 2    | 4    | 2    | 1    | 2    | 1    | 2    | 1    | 3  | 3  |   |
|                           |                                           | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S |                       | 15                                                            | 0                                         | 4   | 4   | 9   | 10  | 12   | 13   | 13   | 13   | 13   | 14   | 7    | 7    | 8    | 10   | 14   | 15   |    |    |   |
|                           |                                           | F3N                                       | East of Marsden       | P5min 8am-6pm M-S                                             | 2                                         | 2   | 2   | 0   | 1   | 0    | 0    | 0    | 1    | 2    | 1    | 0    | 0    | 0    | 1    | 2    | 2    | 2  | 2  |   |
|                           |                                           |                                           |                       | No Stopping (Taxis Excepted 1min)                             | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1  | 1  |   |
|                           |                                           | South                                     | F1S                   | Pitt and O'Connell                                            | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S | 16  | 1   | 1   | 5   | 11   | 9    | 8    | 8    | 8    | 7    | 5    | 3    | 5    | 7    | 7    | 7    | 7  | 11 |   |
|                           | No Stopping (Taxis Excepted 1min)         |                                           |                       |                                                               | 2                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S |                                           |                       |                                                               | 2                                         | 0   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1  | 0  |   |
|                           | F2S                                       |                                           | O'Connell and Marsden | No Stopping (Taxis Excepted 1min)                             | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           |                                           |                                           |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 9                                         | 1   | 1   | 3   | 1   | 3    | 5    | 7    | 5    | 8    | 4    | 2    | 6    | 6    | 7    | 6    | 9    |    |    |   |
|                           |                                           |                                           |                       | Loading Zone 8am-6pm M-S / 2P 6pm-8pm M-S                     | 3                                         | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 1    | 0    | 1    | 0    | 0    | 1    | 2    | 2    | 3    |    |    |   |
|                           | F3S                                       |                                           | East of Marsden       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 6                                         | 2   | 2   | 4   | 6   | 5    | 6    | 6    | 4    | 6    | 6    | 5    | 5    | 6    | 6    | 6    | 6    | 6  |    |   |
|                           |                                           |                                           |                       | No Stopping (Taxis Excepted 1min)                             | 1                                         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |   |
|                           |                                           |                                           |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 4                                         | 0   | 0   | 3   | 4   | 3    | 3    | 3    | 3    | 4    | 0    | 0    | 0    | 3    | 3    | 3    | 4    | 3  |    |   |
|                           |                                           |                                           |                       | Loading Zone                                                  | 1                                         | 0   | 1   | 1   | 1   | 1    | 1    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1  | 1  |   |
|                           | <b>Total</b>                              |                                           |                       |                                                               |                                           | 82  | 7   | 13  | 25  | 37   | 35   | 41   | 47   | 48   | 51   | 40   | 22   | 30   | 35   | 40   | 50   | 59 |    |   |
|                           | <b>Unoccupied</b>                         |                                           |                       |                                                               |                                           | 75  | 69  | 57  | 45  | 47   | 41   | 35   | 34   | 31   | 42   | 60   | 52   | 47   | 42   | 42   | 32   | 23 |    |   |
|                           | <b>Percentage Occupied</b>                |                                           |                       |                                                               |                                           | 9%  | 16% | 30% | 45% | 43%  | 50%  | 57%  | 59%  | 62%  | 49%  | 27%  | 37%  | 43%  | 49%  | 61%  | 72%  |    |    |   |

| Location                   | Side  | Map Code | Between         | Restriction                                                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |    |   |
|----------------------------|-------|----------|-----------------|-----------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|----|---|
| Little St<br>(Street "G")  | North | G1N      | West of Charles | No Stopping                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |    |    |   |
|                            |       |          |                 | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S               | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |    |   |
|                            |       |          |                 | Disability Parking                                                          | 1        | 1   | 1   | 1   | 1   | 2    | 1    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1  | 1  |    |   |
|                            |       |          |                 | 2P 8am-8pm M-F / 4P 8am-8pm S                                               | 23       | 1   | 3   | 3   | 4   | 4    | 3    | 5    | 3    | 3    | 4    | 6    | 3    | 6    | 6    | 6    | 6    | 6  |    |    |   |
|                            | South | G1S      | West of Charles | No Stopping                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |    |   |
|                            |       |          |                 | P5min 8am-9:30am 2:30-4pm M-F / 2P 9:30am-2:30pm 4pm-8pm M-F / 4P 8am-8pm S | 9        | 1   | 1   | 4   | 3   | 3    | 4    | 4    | 3    | 2    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0  |    |    |   |
|                            |       |          |                 | No Parking (Police Vehicles Excepted)                                       | 3        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |   |
|                            |       |          |                 | Disability Parking                                                          | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |    |   |
|                            |       |          |                 | <b>Total</b>                                                                |          |     |     |     | 39  | 3    | 5    | 8    | 8    | 9    | 8    | 11   | 6    | 5    | 6    | 7    | 4    | 6  | 6  | 7  | 7 |
|                            |       |          |                 | <b>Unoccupied</b>                                                           |          |     |     |     | 36  | 34   | 31   | 31   | 30   | 31   | 28   | 33   | 34   | 33   | 32   | 35   | 33   | 33 | 32 | 32 |   |
| <b>Percentage Occupied</b> |       |          |                 |                                                                             | 8%       | 13% | 21% | 21% | 23% | 21%  | 28%  | 15%  | 13%  | 15%  | 18%  | 10%  | 15%  | 15%  | 18%  | 18%  |      |    |    |    |   |

| Location                     | Side             | Map Code                                                      | Between               | Restriction                                                    | Capacity           | 600        | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |   |
|------------------------------|------------------|---------------------------------------------------------------|-----------------------|----------------------------------------------------------------|--------------------|------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|---|
| Macquarie St<br>(Street "H") | North            | H1N                                                           | Piit and O'Connell    | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |   |   |
|                              |                  |                                                               |                       | No Stopping (Taxis Excepted 1min)                              | 2                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  | H2N                                                           | O'Connell and Marsden | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                      | 3                  | 0          | 3   | 2   | 3   | 3    | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 3 | 3 |   |
|                              |                  |                                                               |                       | No Parking (Authorised Mail Vehicles Excepted)                 | 1                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                              |                  |                                                               |                       | P5min                                                          | 2                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 1    | 2    | 1 | 0 |   |
|                              |                  |                                                               |                       | Taxi Zone                                                      | 2                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | Disability Parking                                             | 1                  | 1          | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0 | 0 | 0 |
|                              |                  |                                                               |                       | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                              |                  |                                                               |                       | Disability Parking                                             | 2                  | 1          | 1   | 1   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1 | 1 | 1 |
|                              |                  |                                                               |                       | H3N                                                            | Marsden and Church | No Parking | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 | 0 |
|                              |                  | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-S 4pm-8pm S | 2                     |                                                                |                    | 1          | 1   | 2   | 1   | 1    | 1    | 1    | 1    | 0    | 0    | 1    | 2    | 2    | 2    | 2    | 2    | 1 | 2 |   |
|                              |                  | Disability Parking                                            | 1                     |                                                                |                    | 0          | 0   | 0   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1 | 0 |   |
|                              |                  | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 6                     |                                                                |                    | 2          | 2   | 4   | 4   | 4    | 4    | 4    | 4    | 4    | 3    | 3    | 1    | 3    | 4    | 4    | 5    | 4 |   |   |
|                              |                  | Truck Zone 8am-6pm M-S / 2P 6pm-8pm M-S                       | 3                     |                                                                |                    | 0          | 2   | 1   | 0   | 0    | 0    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 3    | 3    | 3    | 3 |   |   |
|                              |                  | H4N                                                           | Church and Horwood    | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | No Stopping (Taxis Excepted 1min)                              | 3                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  | H5N                                                           | Horwood and Smith     | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | No Stopping (Taxis Excepted 1min)                              | 3                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  | H6N                                                           | Smith and Barrack     | No Parking                                                     | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  |                                                               |                       | No Parking (8am-6pm M-F), 2P 6pm-8pm M-F 8am-8pm S             | 2                  | 2          | 2   | 1   | 1   | 0    | 1    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 1    | 1    | 2    | 0 |   |   |
|                              |                  |                                                               |                       | No Stopping                                                    | 0                  | 0          | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |   |
|                              |                  | H7N                                                           | Barrack and Charles   | Loading Zone (8am-6pm M-F 8am-4pm S), 4P 6pm-8pm M-F 4pm-8pm S | 2                  | 2          | 2   | 1   | 1   | 2    | 2    | 2    | 2    | 1    | 1    | 0    | 0    | 0    | 2    | 2    | 2    | 2 |   |   |
|                              |                  |                                                               |                       | No Stopping                                                    | 0                  | 0          | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
|                              |                  |                                                               |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                      | 4                  | 5          | 4   | 5   | 5   | 5    | 4    | 2    | 2    | 2    | 1    | 0    | 0    | 3    | 6    | 8    | 6    |   |   |   |
|                              |                  |                                                               |                       | Disability Parking                                             | 1                  | 1          | 1   | 2   | 1   | 1    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
|                              |                  | H8N                                                           | Charles and Argus     | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
|                              |                  |                                                               |                       | 2P 8am-8pm M-F, 4P 8am-8pm S                                   | 6                  | 3          | 6   | 7   | 5   | 8    | 5    | 5    | 3    | 1    | 0    | 3    | 1    | 1    | 1    | 1    | 4    | 6 |   |   |
|                              |                  |                                                               |                       | No Stopping                                                    | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |   |
| H9N                          | Argus and Harris | 4P 8am-8pm M-S                                                | 16                    | 3                                                              | 4                  | 6          | 0   | 2   | 1   | 1    | 3    | 2    | 1    | 0    | 0    | 0    | 5    | 7    | 13   |      |      |   |   |   |
|                              |                  | No Stopping (Taxis Excepted 1min)                             | 4                     | 0                                                              | 0                  | 0          | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    |   |   |   |

|                              |       |                                                                                    |                       |                                                               |                   |                                          |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |    |
|------------------------------|-------|------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------------|-------------------|------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| Macquarie St<br>(Street "H") | South | H1S                                                                                | Pitt and O'Connell    | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |    |
|                              |       | H2S                                                                                | O'Connell and Marsden | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S | 1                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 1   | 1   | 0   | 0   | 1   | 1   | 1   | 1   | 1   | 1   |    |
|                              |       |                                                                                    |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 3                 | 1                                        | 2   | 1   | 2   | 2   | 3   | 3   | 2   | 1   | 2   | 1   | 1   | 3   | 3   | 3   | 2   |    |
|                              |       |                                                                                    |                       | Bus Zone                                                      | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 8                 | 5                                        | 6   | 7   | 6   | 6   | 7   | 7   | 7   | 5   | 3   | 5   | 4   | 6   | 8   | 8   | 8   |    |
|                              |       | H3S                                                                                | Marsden and Smith     | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Mail Zone                                                     | 1                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 1   | 1   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Disability Parking                                            | 1                 | 0                                        | 0   | 1   | 1   | 1   | 1   | 0   | 0   | 0   | 1   | 1   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | P5min                                                         | 2                 | 0                                        | 1   | 0   | 1   | 0   | 0   | 1   | 0   | 2   | 2   | 0   | 0   | 0   | 1   | 0   | 1   |    |
|                              |       |                                                                                    |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 5                 | 3                                        | 4   | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 3   | 5   | 5   | 6   |    |
|                              |       |                                                                                    |                       | Loading Zone 8am-6pm M-F 8am-4pm S / 2P 6pm-8pm M-F 4pm-8pm S | 1                 | 1                                        | 1   | 2   | 3   | 2   | 1   | 1   | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 1   |    |
|                              |       |                                                                                    |                       | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Bus Zone                                                      | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 1   |    |
|                              |       |                                                                                    |                       | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | No Parking                                                    | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | P5min                                                         | 3                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | 1P 8am-6pm M-F / 2P 6pm-8pm M-F 8am-8pm S                     | 3                 | 5                                        | 5   | 5   | 6   | 5   | 5   | 5   | 2   | 4   | 3   | 4   | 4   | 4   | 4   | 5   | 5   |    |
|                              |       |                                                                                    |                       | Work Zone                                                     | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Bus Zone                                                      | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | H4S                                                           | Smith and Charles | No Stopping                              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  |
|                              |       |                                                                                    |                       |                                                               |                   | No Parking                               | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  |
|                              |       |                                                                                    |                       |                                                               |                   | Bus Zone                                 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  |
|                              |       |                                                                                    |                       |                                                               |                   | No Parking                               | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  |
|                              |       |                                                                                    |                       |                                                               |                   | 1P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S | 4   | 3   | 3   | 3   | 3   | 4   | 2   | 1   | 1   | 2   | 3   | 3   | 4   | 3   | 3   | 4  |
|                              |       | No Stopping                                                                        | 0                     |                                                               |                   | 0                                        | 0   | 0   | 0   | 1   | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |    |
|                              |       | 1/4P 8am-9:30am 2pm-3:30pm School Days, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S | 3                     |                                                               |                   | 0                                        | 1   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |    |
|                              |       | No Parking (Buses and Coaches Excepted)                                            | 0                     | 0                                                             | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |     |     |    |
|                              |       | H5S                                                                                | Charles and Harris    | 4P 8am-8pm M-S                                                | 8                 | 5                                        | 7   | 5   | 7   | 8   | 5   | 5   | 2   | 3   | 3   | 2   | 5   | 3   | 4   | 6   | 9   |    |
|                              |       |                                                                                    |                       | No Stopping                                                   | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | Bus Zone                                                      | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       |                                                                                    |                       | 4P 8am-8pm M-S                                                | 7                 | 2                                        | 4   | 3   | 2   | 2   | 5   | 1   | 3   | 0   | 0   | 0   | 0   | 1   | 3   | 6   | 6   |    |
|                              |       |                                                                                    |                       | No Parking                                                    | 0                 | 0                                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |    |
|                              |       | 1/4P 8am-9:30am 2pm-3:30pm School Days, 2P 9:30am-2pm 3:30pm-8pm M-F, 4P 8am-8pm S |                       |                                                               |                   | 9                                        | 2   | 2   | 3   | 1   | 1   | 3   | 1   | 2   | 2   | 3   | 0   | 1   | 1   | 1   | 5   | 6  |
|                              |       | <b>Total</b>                                                                       |                       |                                                               |                   | 122                                      | 48  | 65  | 71  | 63  | 67  | 63  | 58  | 50  | 43  | 39  | 34  | 35  | 47  | 64  | 80  | 93 |
|                              |       | <b>Unoccupied</b>                                                                  |                       |                                                               |                   | 74                                       | 57  | 51  | 59  | 55  | 59  | 64  | 72  | 79  | 83  | 88  | 87  | 75  | 58  | 42  | 29  |    |
|                              |       | <b>Percentage Occupied</b>                                                         |                       |                                                               |                   | 39%                                      | 53% | 58% | 52% | 55% | 52% | 48% | 41% | 35% | 32% | 28% | 29% | 39% | 52% | 66% | 76% |    |

| Location                   | Side         | Map Code | Between              | Restriction | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|--------------|----------|----------------------|-------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Marsden St<br>(Street "I") | East         | I1E      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            | West         | I1W      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            | <b>Total</b> |          |                      |             | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Unoccupied</b>          |              |          |                      | 0           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Percentage Occupied</b> |              |          |                      | 0%          | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |



| Location                     | Side              | Map Code | Between              | Restriction | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|------------------------------|-------------------|----------|----------------------|-------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| O'Connell St<br>(Street "J") | East              | J1E      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                              | West              | J1W      | Macquarie and Hunter | No Stopping | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                              | <b>Total</b>      |          |                      |             |          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                              | <b>Unoccupied</b> |          |                      |             |          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Percentage Occupied</b>   |                   |          |                      |             | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |

| Location                   | Side         | Map Code | Between            | Restriction                      | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|--------------|----------|--------------------|----------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Parkes St<br>(Street "K")  | North        | K1N      | Hassall and Harris | No Stopping                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |
|                            |              |          |                    | No Stopping 6am-10am 3pm-7pm M-F | 28       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | South        | K1S      | Hassall and Harris | No Stopping                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |              |          |                    | No Parking                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            | <b>Total</b> |          |                    |                                  |          | 28  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| <b>Unoccupied</b>          |              |          |                    |                                  | 28       | 28  | 28  | 28  | 28  | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28   | 28 |
| <b>Percentage Occupied</b> |              |          |                    |                                  | 0%       | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |

| Location                   | Side         | Map Code | Between              | Restriction                           | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|--------------|----------|----------------------|---------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Pitt St<br>(Street "L")    | East         | L1E      | Macquarie and Hunter | 2P 8am-8pm M-F / 4P 8am-8pm S         | 14       | 1   | 4   | 2   | 7   | 9    | 9    | 9    | 5    | 7    | 7    | 9    | 9    | 8    | 13   | 12   | 11   |   |
|                            | West         | L1W      | Macquarie and Hunter | No Stopping                           | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |              |          |                      | 2P 8am-8pm M-F / 4P 8am-8pm S         | 8        | 0   | 3   | 0   | 4   | 5    | 6    | 6    | 5    | 7    | 6    | 4    | 6    | 6    | 8    | 8    | 8    |   |
|                            |              |          |                      | Bus Zone 8am-6pm M-S / 2P 6pm-8pm M-S | 4        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | <b>Total</b> |          |                      |                                       |          | 26  | 1   | 7   | 2   | 11   | 14   | 15   | 15   | 12   | 14   | 15   | 13   | 14   | 19   | 20   | 19   |   |
| <b>Unoccupied</b>          |              |          |                      |                                       | 25       | 19  | 24  | 15  | 12  | 11   | 11   | 15   | 14   | 12   | 11   | 13   | 12   | 7    | 6    | 7    |      |   |
| <b>Percentage Occupied</b> |              |          |                      |                                       | 4%       | 27% | 8%  | 42% | 54% | 58%  | 58%  | 42%  | 46%  | 54%  | 58%  | 50%  | 54%  | 73%  | 77%  | 73%  |      |   |

| Location                   | Side         | Map Code | Between             | Restriction | Capacity | 600  | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|--------------|----------|---------------------|-------------|----------|------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Smith St<br>(Street "M")   | North        | M1N      | Macquarie and Darcy | No Stopping | 0        | 0    | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            | South        | M1S      | Macquarie and Darcy | No Stopping | 0        | 0    | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |              |          |                     | P5min       | 2        | 1    | 3   | 0   | 0   | 1    | 1    | 3    | 2    | 2    | 2    | 1    | 1    | 0    | 1    | 2    |      |   |
|                            |              |          |                     | No Parking  | 0        | 0    | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            | <b>Total</b> |          |                     |             |          | 2    | 1   | 3   | 0   | 0    | 1    | 1    | 3    | 2    | 2    | 2    | 1    | 1    | 0    | 1    | 2    |   |
| <b>Unoccupied</b>          |              |          |                     |             | 1        | -1   | 2   | 2   | 1   | 1    | -1   | 0    | 0    | 0    | 1    | 1    | 2    | 1    | 2    | 1    | 0    |   |
| <b>Percentage Occupied</b> |              |          |                     |             | 50%      | 150% | 0%  | 0%  | 50% | 50%  | 150% | 100% | 100% | 100% | 100% | 50%  | 50%  | 0%   | 50%  | 100% |      |   |

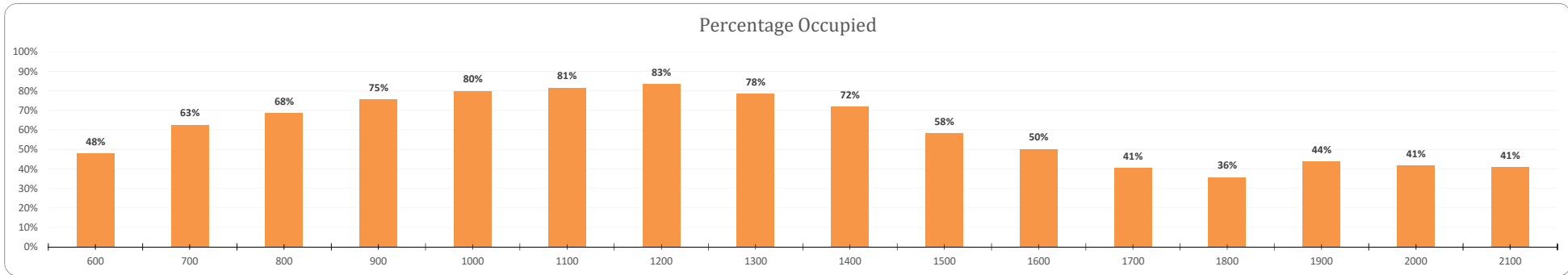
| Location                   | Side         | Map Code | Between           | Restriction                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |
|----------------------------|--------------|----------|-------------------|-------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Union St<br>(Street "N")   | North        | N1N      | Charles and Argus | 2P 8am-8pm M-F / 4P 8am-8pm S | 12       | 4   | 10  | 11  | 11  | 11   | 10   | 10   | 8    | 6    | 7    | 4    | 4    | 7    | 8    | 11   | 12   |    |
|                            | South        | N1S      | Charles and Argus | Disability Parking            | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
|                            |              |          |                   | 2P 8am-8pm M-F / 4P 8am-8pm S | 9        | 5   | 6   | 8   | 8   | 7    | 5    | 6    | 6    | 5    | 4    | 2    | 3    | 2    | 7    | 10   | 6    |    |
|                            | <b>Total</b> |          |                   |                               |          | 22  | 9   | 16  | 19  | 19   | 18   | 15   | 16   | 14   | 11   | 11   | 6    | 7    | 9    | 15   | 21   | 18 |
| <b>Unoccupied</b>          |              |          |                   |                               | 13       | 6   | 3   | 3   | 4   | 7    | 6    | 8    | 11   | 11   | 16   | 15   | 13   | 7    | 1    | 4    |      |    |
| <b>Percentage Occupied</b> |              |          |                   |                               | 41%      | 73% | 86% | 86% | 82% | 68%  | 73%  | 64%  | 50%  | 50%  | 27%  | 32%  | 41%  | 68%  | 95%  | 82%  |      |    |

TTM Data

TTM Reference: 19SYD0001  
 Location: East Macarthur  
 Date: Thursday, 7 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 432                 | 206 | 270 | 295 | 326 | 345  | 352  | 360  | 338  | 310  | 251  | 216  | 175  | 154  | 189  | 179  | 176  |
|                     | Unoccupied          | 226 | 162 | 137 | 106 | 87   | 80   | 72   | 94   | 122  | 181  | 216  | 257  | 278  | 243  | 253  | 256  |
|                     | Percentage Occupied | 48% | 63% | 68% | 75% | 80%  | 81%  | 83%  | 78%  | 72%  | 58%  | 50%  | 41%  | 36%  | 44%  | 41%  | 41%  |



| Location                   | Side                               | Map Code | Between             | Restriction                                                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |
|----------------------------|------------------------------------|----------|---------------------|---------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|
| Alfred St (Street "A")     | East                               | A1E      | North of River Rd   | Unrestricted                                                  | 7        | 6   | 8   | 8   | 8   | 8    | 7    | 8    | 8    | 8    | 7    | 5    | 4    | 4    | 8    | 7    | 6    | Yes          |     |     |
|                            |                                    | A2E      | River and George    | 4P (8am - 6pm M-F Permit Excepted)                            | 6        | 0   | 5   | 6   | 3   | 6    | 6    | 6    | 4    | 4    | 2    | 2    | 1    | 0    | 3    | 4    | 4    |              |     |     |
|                            |                                    | A3E      | George and Hassall  | 2P (8am - 6pm M-F Permit Excepted)                            | 4        | 1   | 0   | 3   | 2   | 1    | 3    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |     |
|                            |                                    | A4E      | Hassall and Oak     | No Stopping                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |
|                            |                                    |          |                     | 4P (8am - 6pm M-F Permit Excepted)                            | 3        | 1   | 3   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 4    | 3    | 3    | 4    | 3    | 4            | 3   | Yes |
|                            | West                               | A1W      | North of Noller Pde | No Stopping                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |
|                            |                                    | A2W      | Noller and George   | Bus Zone (8am - 9am School Days), Unrestricted At Other Times | 7        | 0   | 0   | 0   | 7   | 7    | 7    | 7    | 7    | 5    | 3    | 2    | 1    | 0    | 1    | 3    | 3    |              |     |     |
|                            |                                    | A3W      | George and Hassall  | 4P (8am - 6pm M-F Permit Excepted)                            | 2        | 2   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 3    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1            | Yes |     |
|                            |                                    | A4W      | Hassall and Oak     | Bus Zone                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |
|                            | 4P (8am - 6pm M-F Permit Excepted) |          |                     | 7                                                             | 1        | 5   | 3   | 4   | 4   | 5    | 5    | 5    | 4    | 5    | 5    | 5    | 5    | 6    | 6    | 7    | 4    |              |     |     |
| <b>Total</b>               |                                    |          |                     |                                                               | 36       | 11  | 23  | 25  | 29  | 31   | 33   | 33   | 29   | 27   | 23   | 19   | 17   | 14   | 23   | 26   | 21   |              |     |     |
| <b>Unoccupied</b>          |                                    |          |                     |                                                               | 25       | 13  | 11  | 7   | 5   | 3    | 3    | 7    | 9    | 13   | 17   | 19   | 22   | 13   | 10   | 15   |      |              |     |     |
| <b>Percentage Occupied</b> |                                    |          |                     |                                                               | 31%      | 64% | 69% | 81% | 86% | 92%  | 92%  | 81%  | 75%  | 64%  | 53%  | 47%  | 39%  | 64%  | 72%  | 58%  |      |              |     |     |

| Location                           | Side | Map Code        | Between            | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |     |
|------------------------------------|------|-----------------|--------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|-----|
| Arthur St<br>(Street "B")          | East | B1E             | River and Tramway  | Unrestricted                       | 11       | 10  | 11  | 11  | 11  | 11   | 10   | 11   | 10   | 10   | 10   | 9    | 5    | 6    | 6    | 6    | 6    |              |     |     |
|                                    |      |                 |                    | Unrestricted                       | 2        | 2   | 2   | 2   | 3   | 3    | 3    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 2    | 2    | 2            | Yes |     |
|                                    |      | B2E             | Tramway and George | 4P (8am - 6pm M-F permit Excepted) | 7        | 6   | 7   | 8   | 5   | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 3    | 2    | 2    | 2    | 1    | 1            | 1   | Yes |
|                                    |      |                 |                    | 4P (8am - 6pm M-F permit Excepted) | 9        | 3   | 4   | 4   | 4   | 7    | 6    | 6    | 4    | 5    | 4    | 6    | 5    | 3    | 3    | 3    | 3    | 3            |     |     |
|                                    |      |                 |                    | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0   |
|                                    | B4E  | Hassall and Oak | Unrestricted       | 4                                  | 1        | 4   | 4   | 4   | 3   | 4    | 4    | 4    | 3    | 4    | 3    | 2    | 4    | 3    | 0    | 2    | 0    |              |     |     |
|                                    |      |                 | Unrestricted       | 12                                 | 7        | 11  | 11  | 12  | 11  | 10   | 10   | 12   | 10   | 10   | 9    | 9    | 5    | 5    | 6    | 7    |      |              |     |     |
|                                    | West | B1W             | River and Tramway  | Unrestricted                       | 5        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 2    | 1    | 2    | 2    | 1    | 1    | 1    | 1    | 1            |     |     |
|                                    |      |                 |                    | 4P (8am - 6pm M-F Permit Excepted) | 7        | 2   | 7   | 6   | 7   | 6    | 7    | 7    | 7    | 7    | 7    | 5    | 5    | 2    | 1    | 1    | 1    | 1            |     |     |
|                                    |      | B3W             | George and Hassall | Unrestricted                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |     |
| 4P (8am - 6pm M-F Permit Excepted) |      |                 |                    | 7                                  | 1        | 3   | 3   | 4   | 4   | 5    | 5    | 4    | 5    | 1    | 4    | 3    | 4    | 4    | 5    | 4    |      |              |     |     |
| <b>Total</b>                       |      |                 |                    |                                    | 64       | 33  | 50  | 50  | 51  | 51   | 51   | 51   | 49   | 49   | 44   | 42   | 35   | 27   | 23   | 27   | 25   |              |     |     |
| <b>Unoccupied</b>                  |      |                 |                    |                                    | 31       | 14  | 14  | 13  | 13  | 13   | 13   | 13   | 15   | 15   | 20   | 22   | 29   | 37   | 41   | 37   | 39   |              |     |     |
| <b>Percentage Occupied</b>         |      |                 |                    |                                    | 52%      | 78% | 78% | 80% | 80% | 80%  | 80%  | 80%  | 77%  | 77%  | 69%  | 66%  | 55%  | 42%  | 36%  | 42%  | 39%  |              |     |     |

| Location                  | Side                | Map Code                           | Between              | Restriction         | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |     |     |
|---------------------------|---------------------|------------------------------------|----------------------|---------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|-----|-----|
| George St<br>(Street "C") | North               | C1N                                | Macarthur and Noller | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |     |
|                           |                     |                                    |                      | 10P (8am - 6pm M-F) | 8        | 7   | 8   | 8   | 7   | 7    | 7    | 6    | 5    | 2    | 1    | 2    | 3    | 4    | 2    | 1    | 1    | 1            |   |     |     |
|                           |                     |                                    |                      | No Stopping         | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0   |     |
|                           |                     |                                    |                      | 2P (8am - 6pm M-F)  | 4        | 7   | 7   | 7   | 3   | 4    | 4    | 4    | 4    | 3    | 2    | 1    | 0    | 1    | 0    | 1    | 1    | 2            | 2 | Yes |     |
|                           |                     |                                    |                      | 10P (8am - 6pm M-F) | 19       | 22  | 14  | 14  | 18  | 18   | 18   | 18   | 13   | 3    | 2    | 1    | 3    | 4    | 2    | 2    | 2    | 2            | 2 | 2   | Yes |
|                           | C2N                 | Noller and Alfred                  | 4P (8am - 6pm M-F)   | 26                  | 2        | 13  | 19  | 20  | 21  | 22   | 22   | 20   | 19   | 15   | 7    | 4    | 3    | 5    | 5    | 5    | 5    |              |   |     |     |
|                           |                     |                                    | Unrestricted         | 20                  | 11       | 20  | 20  | 20  | 20  | 20   | 19   | 18   | 18   | 16   | 12   | 10   | 10   | 9    | 8    | 10   |      |              |   |     |     |
|                           | C3N                 | Alfred and Arthur                  | Disability Parking   | 2                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |   |     |     |
|                           |                     |                                    | Unrestricted         | 2                   | 1        | 1   | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |   |     |     |
|                           |                     |                                    | 10P (8am - 6pm M-F)  | 45                  | 29       | 34  | 18  | 36  | 36  | 36   | 36   | 34   | 33   | 15   | 12   | 5    | 8    | 14   | 9    | 5    | 5    |              |   |     |     |
| C2S                       | Purchase and Alfred | 4P (8am - 6pm M-F Permit Excepted) | 29                   | 6                   | 0        | 6   | 20  | 27  | 28  | 26   | 24   | 22   | 18   | 13   | 8    | 6    | 7    | 5    | 3    | 3    |      |              |   |     |     |
|                           |                     | 4P (8am - 6pm M-F Permit Excepted) | 17                   | 4                   | 8        | 8   | 8   | 10  | 12  | 13   | 12   | 11   | 8    | 7    | 7    | 6    | 8    | 8    | 7    | 7    |      |              |   |     |     |
| C3S                       | Alfred and Arthur   | 4P (8am - 6pm M-F Permit Excepted) | 172                  | 89                  | 105      | 102 | 134 | 145 | 149 | 147  | 138  | 127  | 82   | 57   | 39   | 40   | 53   | 41   | 36   |      |      |              |   |     |     |
|                           |                     | Unoccupied                         | 83                   | 67                  | 70       | 38  | 27  | 23  | 25  | 34   | 45   | 90   | 115  | 133  | 132  | 119  | 131  | 136  |      |      |      |              |   |     |     |
|                           |                     | Percentage Occupied                | 52%                  | 61%                 | 59%      | 78% | 84% | 87% | 85% | 80%  | 74%  | 48%  | 33%  | 23%  | 23%  | 31%  | 24%  | 21%  |      |      |      |              |   |     |     |

| Location                   | Side  | Map Code | Between           | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|----------------------------|-------|----------|-------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Noller Pde<br>(Street "D") | North | D1N      | George and Alfred | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |
|                            |       |          |                   | 2P (8am - 6pm M-F Permit Excepted) | 23       | 7   | 11  | 10  | 11  | 10   | 10   | 17   | 15   | 10   | 8    | 10   | 10   | 7    | 12   | 11   | 12   |              |
|                            | South | D1S      | George and Alfred | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |
| <b>Total</b>               |       |          |                   |                                    | 23       | 7   | 11  | 10  | 11  | 10   | 10   | 17   | 15   | 10   | 8    | 10   | 10   | 7    | 12   | 11   | 12   |              |
| <b>Unoccupied</b>          |       |          |                   |                                    | 16       | 12  | 13  | 12  | 13  | 13   | 6    | 8    | 13   | 15   | 13   | 13   | 16   | 11   | 12   | 11   |      |              |
| <b>Percentage Occupied</b> |       |          |                   |                                    | 30%      | 48% | 43% | 48% | 43% | 43%  | 43%  | 74%  | 65%  | 43%  | 35%  | 43%  | 43%  | 30%  | 52%  | 48%  | 52%  |              |

| Location                    | Side | Map Code | Between            | Restriction                               | Capacity | 600 | 700 | 800 | 900  | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|-----------------------------|------|----------|--------------------|-------------------------------------------|----------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Purchase St<br>(Street "E") | East | F1E      | George and Hassall | 2P (8am - 6pm M-F Permit Excepted)        | 10       | 4   | 5   | 6   | 6    | 10   | 8    | 9    | 6    | 1    | 1    | 2    | 5    | 4    | 4    | 4    | 4    |              |  |
|                             |      |          |                    | 2P (8am - 6pm M-F Permit Excepted)        | 6        | 1   | 2   | 4   | 4    | 6    | 5    | 5    | 6    | 4    | 4    | 4    | 2    | 0    | 2    | 1    | 1    | 1            |  |
|                             | West | F1W      | George and Hassall | No Parking (Authorised Vehicles Excepted) | 1        | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |  |
|                             |      |          |                    | 2P (8am - 6pm M-F Permit Excepted)        | 4        | 3   | 2   | 2   | 2    | 4    | 3    | 3    | 3    | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 3            |  |
| <b>Total</b>                |      |          |                    |                                           | 21       | 9   | 10  | 13  | 13   | 21   | 17   | 18   | 16   | 8    | 9    | 9    | 10   | 7    | 9    | 8    | 9    |              |  |
| <b>Unoccupied</b>           |      |          |                    |                                           | 12       | 11  | 8   | 8   | 0    | 4    | 3    | 5    | 13   | 12   | 12   | 11   | 14   | 12   | 13   | 12   |      |              |  |
| <b>Percentage Occupied</b>  |      |          |                    |                                           | 43%      | 48% | 62% | 62% | 100% | 81%  | 86%  | 76%  | 38%  | 43%  | 43%  | 48%  | 33%  | 43%  | 38%  | 43%  |      |              |  |

| Location                   | Side  | Map Code | Between               | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|-------|----------|-----------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| River Rd W<br>(Street "F") | North | F1N      | Alfred and Tramway    | Unrestricted                       | 7        | 7   | 7   | 8   | 4   | 4    | 3    | 4    | 4    | 4    | 4    | 3    | 3    | 3    | 4    | 4    | 4    | Yes          |     |
|                            |       | F2N      | Tramway and Arthur    | Unrestricted                       | 31       | 16  | 13  | 31  | 27  | 26   | 26   | 26   | 25   | 25   | 26   | 25   | 21   | 21   | 23   | 22   | 26   |              |     |
|                            |       | F3N      | Arthur and James Ruse | Unrestricted                       | 18       | 8   | 13  | 18  | 18  | 18   | 18   | 18   | 18   | 17   | 17   | 16   | 12   | 7    | 6    | 6    | 5    | 5            |     |
|                            | South | F1S      | Alfred and Tramway    | No Stopping                        |          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1            | Yes |
|                            |       | F2S      | Tramway and Arthur    | 4P (8am - 6pm M-F Permit Excepted) |          | 12  | 5   | 4   | 4   | 4    | 5    | 8    | 10   | 10   | 5    | 8    | 11   | 11   | 10   | 13   | 10   | 13           | Yes |
|                            |       | F3S      | Arthur and James Ruse | Unrestricted                       |          | 16  | 6   | 17  | 16  | 16   | 15   | 15   | 15   | 14   | 14   | 13   | 11   | 8    | 7    | 5    | 5    | 6            | Yes |
| <b>Total</b>               |       |          |                       |                                    | 84       | 42  | 54  | 77  | 69  | 68   | 70   | 73   | 70   | 65   | 67   | 62   | 50   | 47   | 51   | 47   | 55   |              |     |
| <b>Unoccupied</b>          |       |          |                       |                                    | 42       | 30  | 7   | 15  | 16  | 14   | 11   | 14   | 19   | 17   | 22   | 34   | 37   | 33   | 37   | 29   |      |              |     |
| <b>Percentage Occupied</b> |       |          |                       |                                    | 50%      | 64% | 92% | 82% | 81% | 83%  | 87%  | 83%  | 77%  | 80%  | 74%  | 60%  | 56%  | 61%  | 56%  | 65%  |      |              |     |

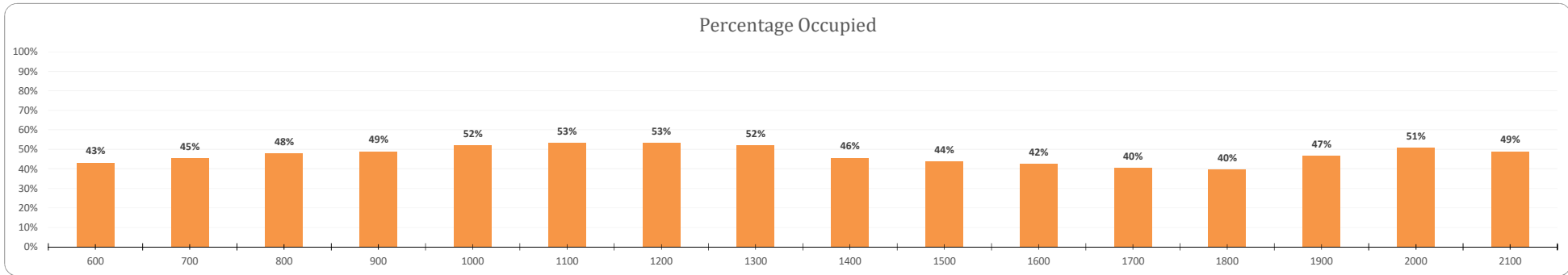
| Location                    | Side  | Map Code | Between          | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|-----------------------------|-------|----------|------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Tramway Ave<br>(Street "G") | North | G1N      | River and Arthur | Unrestricted                       | 12       | 9   | 9   | 10  | 10  | 10   | 9    | 8    | 9    | 8    | 4    | 5    | 5    | 4    | 5    | 6    | 5    |              |
|                             | South | G1S      | River and Arthur | 4P (8am - 6pm M-F Permit Excepted) | 20       | 6   | 8   | 8   | 9   | 9    | 13   | 13   | 12   | 16   | 14   | 12   | 9    | 8    | 13   | 13   | 13   |              |
| <b>Total</b>                |       |          |                  |                                    | 32       | 15  | 17  | 18  | 19  | 19   | 22   | 21   | 21   | 24   | 18   | 17   | 14   | 12   | 18   | 19   | 18   |              |
| <b>Unoccupied</b>           |       |          |                  |                                    | 17       | 15  | 14  | 13  | 13  | 10   | 11   | 11   | 8    | 14   | 15   | 18   | 20   | 14   | 13   | 14   |      |              |
| <b>Percentage Occupied</b>  |       |          |                  |                                    | 47%      | 53% | 56% | 59% | 59% | 69%  | 66%  | 66%  | 75%  | 56%  | 53%  | 44%  | 38%  | 56%  | 59%  | 56%  |      |              |

TTM Data

TTM Reference: 19SYD0001  
 Location: East Macarthur  
 Date: Saturday, 9 February 2019  
 Weather: Fine  
 Notes:



| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                     | 432 | 186 | 196 | 206 | 211  | 224  | 230  | 230  | 224  | 197  | 188  | 183  | 174  | 171  | 201  | 219  |
|                     | Unoccupied          | 246 | 236 | 226 | 221 | 208  | 202  | 202  | 208  | 235  | 244  | 249  | 258  | 261  | 231  | 213  | 221  |
|                     | Percentage Occupied | 43% | 45% | 48% | 49% | 52%  | 53%  | 53%  | 52%  | 46%  | 44%  | 42%  | 40%  | 40%  | 47%  | 51%  | 49%  |



| Location                           | Side | Map Code | Between             | Restriction                                                   | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |   |
|------------------------------------|------|----------|---------------------|---------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|---|
| Alfred St<br>(Street "A")          | East | A1E      | North of River Rd   | Unrestricted                                                  | 7        | 2   | 3   | 3   | 5   | 6    | 3    | 5    | 7    | 6    | 2    | 2    | 3    | 3    | 7    | 7    | 7    |              |     |   |
|                                    |      | A2E      | River and George    | 4P (8am - 6pm M-F Permit Excepted)                            | 6        | 4   | 4   | 3   | 4   | 5    | 3    | 4    | 4    | 3    | 3    | 2    | 3    | 3    | 3    | 6    | 6    |              |     |   |
|                                    |      | A3E      | George and Hassall  | 2P (8am - 6pm M-F Permit Excepted)                            | 4        | 0   | 1   | 0   | 0   | 0    | 2    | 2    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1            |     |   |
|                                    |      | A4E      | Hassall and Oak     | No Stopping                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |
|                                    |      |          |                     | Bus Zone                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   | 0 |
|                                    | West | A4E      | Hassall and Oak     | 4P (8am - 6pm M-F Permit Excepted)                            | 3        | 4   | 4   | 4   | 3   | 3    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 1    | 3    | 3    | 3    | 3            | Yes |   |
|                                    |      | A1W      | North of Noller Pde | No Stopping                                                   | 0        | 0   | 0   | 0   | 0   | 0    | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1            | Yes |   |
|                                    |      | A2W      | Noller and George   | Bus Zone (8am - 9am School Days), Unrestricted At Other Times | 7        | 6   | 5   | 5   | 5   | 5    | 5    | 6    | 6    | 6    | 5    | 5    | 5    | 5    | 4    | 4    | 5    |              |     |   |
|                                    |      | A3W      | George and Hassall  | 4P (8am - 6pm M-F Permit Excepted)                            | 2        | 0   | 0   | 0   | 1   | 2    | 1    | 2    | 2    | 2    | 1    | 2    | 1    | 1    | 2    | 2    | 2    |              |     |   |
|                                    |      | A4W      | Hassall and Oak     | Bus Zone                                                      | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0   |   |
| 4P (8am - 6pm M-F Permit Excepted) | 7    |          |                     | 7                                                             | 6        | 6   | 5   | 6   | 6   | 7    | 5    | 5    | 5    | 6    | 6    | 5    | 7    | 6    | 5    |      |      |              |     |   |
| <b>Total</b>                       |      |          |                     |                                                               | 36       | 23  | 23  | 21  | 23  | 27   | 23   | 29   | 28   | 26   | 18   | 20   | 20   | 18   | 26   | 29   | 30   |              |     |   |
| <b>Unoccupied</b>                  |      |          |                     |                                                               | 13       | 13  | 15  | 13  | 9   | 13   | 7    | 8    | 10   | 18   | 16   | 16   | 18   | 10   | 7    | 6    |      |              |     |   |
| <b>Percentage Occupied</b>         |      |          |                     |                                                               | 64%      | 64% | 58% | 64% | 75% | 64%  | 81%  | 78%  | 72%  | 50%  | 56%  | 56%  | 50%  | 72%  | 81%  | 83%  |      |              |     |   |

| Location                           | Side         | Map Code | Between            | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |   |   |
|------------------------------------|--------------|----------|--------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|---|---|
| Arthur St<br>(Street "B")          | East         | B1E      | River and Tramway  | Unrestricted                       | 11       | 8   | 8   | 9   | 7   | 6    | 7    | 7    | 9    | 7    | 6    | 6    | 7    | 7    | 9    | 8    | 8    |              |   |   |
|                                    |              |          |                    | Unrestricted                       | 2        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1 |   |
|                                    |              | B2E      | Tramway and George | 4P (8am - 6pm M-F permit Excepted) | 7        | 3   | 3   | 2   | 2   | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 0    | 1    | 2    | 3    | 2            |   |   |
|                                    |              |          |                    | 4P (8am - 6pm M-F permit Excepted) | 9        | 2   | 2   | 3   | 2   | 2    | 1    | 2    | 2    | 1    | 1    | 1    | 1    | 2    | 2    | 2    | 2    | 2            | 3 |   |
|                                    |              | B4E      | Hassall and Oak    | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 | 0 |
|                                    | Unrestricted |          |                    | 4                                  | 1        | 3   | 3   | 4   | 4   | 4    | 4    | 4    | 4    | 3    | 2    | 2    | 2    | 4    | 2    | 2    | 2    | 1            |   |   |
|                                    | Unrestricted |          |                    | 12                                 | 8        | 8   | 8   | 8   | 7   | 10   | 9    | 9    | 8    | 7    | 8    | 7    | 7    | 9    | 9    | 9    | 9    | 9            |   |   |
|                                    | West         | B1W      | River and Tramway  | Unrestricted                       | 5        | 2   | 2   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            | 1 |   |
|                                    |              |          |                    | 4P (8am - 6pm M-F Permit Excepted) | 7        | 2   | 2   | 1   | 1   | 2    | 2    | 6    | 2    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    | 1            |   |   |
|                                    |              | B3W      | George and Hassall | Unrestricted                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0 |   |
| 4P (8am - 6pm M-F Permit Excepted) |              |          |                    | 7                                  | 2        | 4   | 3   | 6   | 6   | 7    | 7    | 6    | 5    | 2    | 2    | 2    | 2    | 3    | 2    | 2    | 3    |              |   |   |
| <b>Total</b>                       |              |          |                    |                                    | 64       | 29  | 33  | 31  | 32  | 31   | 34   | 39   | 37   | 30   | 26   | 23   | 23   | 27   | 31   | 30   | 29   |              |   |   |
| <b>Unoccupied</b>                  |              |          |                    |                                    | 35       | 31  | 33  | 32  | 33  | 30   | 25   | 27   | 34   | 38   | 41   | 41   | 37   | 33   | 34   | 35   |      |              |   |   |
| <b>Percentage Occupied</b>         |              |          |                    |                                    | 45%      | 52% | 48% | 50% | 48% | 53%  | 61%  | 58%  | 47%  | 41%  | 36%  | 36%  | 42%  | 48%  | 47%  | 45%  |      |              |   |   |

| Location                   | Side               | Map Code           | Between                            | Restriction         | Capacity            | 600                                | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |    |   |     |
|----------------------------|--------------------|--------------------|------------------------------------|---------------------|---------------------|------------------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|----|---|-----|
| George St<br>(Street "C")  | North              | C1N                | Macarthur and Noller               | No Stopping         | 0                   | 0                                  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |     |
|                            |                    |                    |                                    | 10P (8am - 6pm M-F) | 8                   | 7                                  | 7   | 7   | 8   | 8    | 8    | 6    | 5    | 4    | 3    | 5    | 5    | 6    | 5    | 5    | 5    |              |    |   |     |
|                            |                    |                    |                                    | No Stopping         | 0                   | 0                                  | 0   | 0   | 0   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | 0  | 0 | Yes |
|                            |                    |                    |                                    | 2P (8am - 6pm M-F)  | 4                   | 0                                  | 1   | 2   | 2   | 3    | 3    | 4    | 1    | 1    | 2    | 1    | 2    | 2    | 2    | 4    | 4    | 4            | 3  |   |     |
|                            |                    |                    |                                    | 10P (8am - 6pm M-F) | 19                  | 7                                  | 9   | 13  | 14  | 14   | 17   | 18   | 13   | 9    | 9    | 5    | 4    | 4    | 5    | 6    | 6    | 3            |    |   |     |
|                            |                    | 4P (8am - 6pm M-F) | 26                                 | 3                   | 7                   | 8                                  | 9   | 9   | 8   | 8    | 9    | 8    | 9    | 8    | 9    | 8    | 9    | 8    | 7    | 7    | 8    | 6            |    |   |     |
|                            |                    | C2N                | Noller and Alfred                  | Unrestricted        | 20                  | 12                                 | 11  | 13  | 11  | 8    | 9    | 9    | 9    | 9    | 9    | 9    | 9    | 9    | 10   | 8    | 9    | 10           |    |   |     |
|                            | Disability Parking |                    |                                    | 2                   | 0                   | 0                                  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |    |   |     |
|                            | South              | C3N                | Alfred and Arthur                  | Unrestricted        | 2                   | 1                                  | 2   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2            | 2  |   |     |
|                            |                    |                    |                                    | C1S                 | Harris and Purchase | 10P (8am - 6pm M-F)                | 45  | 21  | 22  | 27   | 27   | 27   | 25   | 23   | 20   | 13   | 11   | 11   | 8    | 6    | 8    | 8            | 14 |   |     |
|                            |                    |                    |                                    | C2S                 | Purchase and Alfred | 4P (8am - 6pm M-F Permit Excepted) | 29  | 7   | 3   | 5    | 5    | 9    | 8    | 5    | 6    | 6    | 7    | 6    | 6    | 4    | 3    | 5            | 5  |   |     |
|                            | C3S                | Alfred and Arthur  | 4P (8am - 6pm M-F Permit Excepted) | 17                  | 4                   | 4                                  | 6   | 4   | 3   | 7    | 4    | 3    | 4    | 5    | 4    | 4    | 4    | 4    | 3    | 5    | 5    |              |    |   |     |
|                            | <b>Total</b>       |                    |                                    |                     |                     | 172                                | 62  | 66  | 83  | 82   | 83   | 89   | 81   | 68   | 58   | 57   | 50   | 48   | 44   | 46   | 52   | 53           |    |   |     |
| <b>Unoccupied</b>          |                    |                    |                                    |                     | 110                 | 106                                | 89  | 90  | 89  | 83   | 91   | 104  | 114  | 115  | 122  | 124  | 128  | 126  | 120  | 119  |      |              |    |   |     |
| <b>Percentage Occupied</b> |                    |                    |                                    |                     | 36%                 | 38%                                | 48% | 48% | 48% | 52%  | 47%  | 40%  | 34%  | 33%  | 29%  | 28%  | 26%  | 27%  | 30%  | 31%  |      |              |    |   |     |

| Location                   | Side  | Map Code | Between           | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|-------|----------|-------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| Noller Pde<br>(Street "D") | North | D1N      | George and Alfred | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |              |     |
|                            |       |          |                   | 2P (8am - 6pm M-F Permit Excepted) | 23       | 5   | 6   | 5   | 4   | 6    | 8    | 7    | 7    | 8    | 9    | 10   | 7    | 9    | 12   | 18   | 16   |              |     |
|                            | South | D1S      | George and Alfred | No Stopping                        | 0        | 1   | 1   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            | Yes |
|                            |       |          |                   | <b>Total</b>                       | 23       | 6   | 7   | 5   | 4   | 6    | 8    | 7    | 7    | 8    | 9    | 10   | 7    | 9    | 12   | 18   | 16   |              |     |
| <b>Unoccupied</b>          |       |          |                   |                                    | 17       | 16  | 18  | 19  | 17  | 15   | 16   | 16   | 15   | 14   | 13   | 16   | 14   | 11   | 5    | 7    |      |              |     |
| <b>Percentage Occupied</b> |       |          |                   |                                    | 26%      | 30% | 22% | 17% | 26% | 35%  | 30%  | 30%  | 35%  | 39%  | 43%  | 30%  | 39%  | 52%  | 78%  | 70%  |      |              |     |

| Location                    | Side | Map Code | Between            | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |  |
|-----------------------------|------|----------|--------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|--|
| Purchase St<br>(Street "E") | East | F1E      | George and Hassall | 2P (8am - 6pm M-F Permit Excepted)        | 10       | 4   | 3   | 3   | 5   | 9    | 8    | 3    | 4    | 5    | 4    | 4    | 4    | 5    | 6    | 6    |      |              |  |
|                             |      |          |                    | 2P (8am - 6pm M-F Permit Excepted)        | 6        | 1   | 0   | 0   | 0   | 2    | 3    | 1    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 4    | 2    | 1            |  |
|                             | West | F1W      | George and Hassall | No Parking (Authorised Vehicles Excepted) | 1        | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1            |  |
|                             |      |          |                    | 2P (8am - 6pm M-F Permit Excepted)        | 4        | 3   | 4   | 2   | 3   | 2    | 4    | 4    | 3    | 2    | 3    | 4    | 3    | 3    | 4    | 4    | 4    |              |  |
|                             |      |          |                    | <b>Total</b>                              | 21       | 9   | 8   | 6   | 9   | 14   | 16   | 9    | 10   | 10   | 8    | 9    | 8    | 8    | 8    | 14   | 13   | 8            |  |
| <b>Unoccupied</b>           |      |          |                    |                                           | 12       | 13  | 15  | 12  | 7   | 5    | 12   | 11   | 11   | 13   | 12   | 13   | 13   | 7    | 8    | 13   |      |              |  |
| <b>Percentage Occupied</b>  |      |          |                    |                                           | 43%      | 38% | 29% | 43% | 67% | 76%  | 43%  | 48%  | 48%  | 38%  | 43%  | 38%  | 38%  | 67%  | 62%  | 38%  |      |              |  |



| Location                   | Side  | Map Code | Between               | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |     |
|----------------------------|-------|----------|-----------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|-----|
| River Rd W<br>(Street "F") | North | F1N      | Alfred and Tramway    | Unrestricted                       | 7        | 3   | 4   | 4   | 4   | 4    | 3    | 4    | 4    | 2    | 3    | 3    | 3    | 3    | 4    | 4    | 4    |              |     |
|                            |       | F2N      | Tramway and Arthur    | Unrestricted                       | 31       | 24  | 26  | 24  | 23  | 23   | 20   | 21   | 23   | 24   | 26   | 27   | 26   | 25   | 26   | 24   | 28   |              |     |
|                            |       | F3N      | Arthur and James Ruse | Unrestricted                       | 18       | 6   | 6   | 6   | 8   | 8    | 9    | 10   | 9    | 8    | 8    | 6    | 5    | 5    | 5    | 5    | 5    |              |     |
|                            | South | F1S      | Alfred and Tramway    | No Stopping                        | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0            |     |
|                            |       | F2S      | Tramway and Arthur    | 4P (8am - 6pm M-F Permit Excepted) | 12       | 8   | 9   | 10  | 10  | 9    | 10   | 10   | 12   | 9    | 11   | 12   | 10   | 10   | 12   | 13   | 13   |              | Yes |
|                            |       | F3S      | Arthur and James Ruse | Unrestricted                       | 16       | 6   | 6   | 8   | 7   | 9    | 7    | 9    | 9    | 8    | 8    | 9    | 10   | 7    | 7    | 6    | 6    |              |     |
| <b>Total</b>               |       |          |                       |                                    | 84       | 47  | 51  | 52  | 52  | 53   | 49   | 54   | 57   | 51   | 56   | 57   | 54   | 50   | 54   | 52   | 56   |              |     |
| <b>Unoccupied</b>          |       |          |                       |                                    | 37       | 33  | 32  | 32  | 31  | 35   | 30   | 27   | 33   | 28   | 27   | 30   | 34   | 30   | 32   | 28   |      |              |     |
| <b>Percentage Occupied</b> |       |          |                       |                                    | 56%      | 61% | 62% | 62% | 63% | 58%  | 64%  | 68%  | 61%  | 67%  | 68%  | 64%  | 60%  | 64%  | 62%  | 67%  |      |              |     |

| Location                    | Side         | Map Code | Between          | Restriction                        | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | Illegal Park |
|-----------------------------|--------------|----------|------------------|------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|--------------|
| Tramway Ave<br>(Street "G") | North        | G1N      | River and Arthur | Unrestricted                       | 12       | 5   | 5   | 6   | 5   | 4    | 6    | 6    | 8    | 6    | 6    | 6    | 6    | 6    | 5    | 10   | 6    |              |
|                             | South        | G1S      | River and Arthur | 4P (8am - 6pm M-F Permit Excepted) | 20       | 5   | 3   | 2   | 4   | 6    | 5    | 5    | 9    | 8    | 8    | 8    | 8    | 9    | 13   | 15   | 13   |              |
|                             | <b>Total</b> |          |                  |                                    |          | 32  | 10  | 8   | 8   | 9    | 10   | 11   | 11   | 17   | 14   | 14   | 14   | 14   | 15   | 18   | 25   | 19           |
| <b>Unoccupied</b>           |              |          |                  |                                    | 22       | 24  | 24  | 23  | 22  | 21   | 21   | 15   | 18   | 18   | 18   | 18   | 17   | 14   | 7    | 13   |      |              |
| <b>Percentage Occupied</b>  |              |          |                  |                                    | 31%      | 25% | 25% | 28% | 31% | 34%  | 34%  | 53%  | 44%  | 44%  | 44%  | 44%  | 47%  | 56%  | 78%  | 59%  |      |              |

**TTM Data**

TTM Reference: [19SYD0164](#)

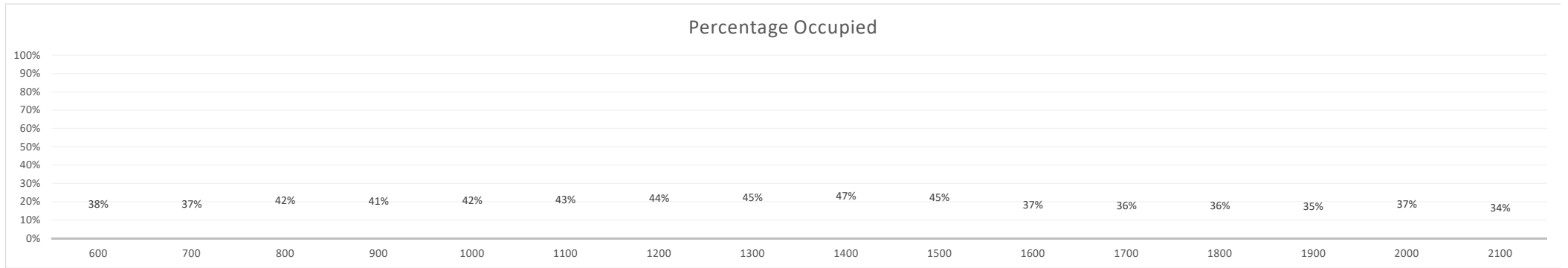
Location: [Rosehill](#)

Date: [Wednesday, 16 October 2019](#)

Weather: [Fine](#)

Notes:

| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     |                            | 371 | 141 | 139 | 155 | 152  | 157  | 159  | 165  | 168  | 173  | 167  | 138  | 135  | 134  | 131  | 139  |
|                     | <b>Unoccupied</b>          | 230 | 232 | 216 | 219 | 214  | 212  | 206  | 203  | 198  | 204  | 233  | 236  | 237  | 240  | 232  | 246  |
|                     | <b>Percentage Occupied</b> | 38% | 37% | 42% | 41% | 42%  | 43%  | 44%  | 45%  | 47%  | 45%  | 37%  | 36%  | 36%  | 35%  | 37%  | 34%  |



| Location                  | Side                       | Map Code | Between       | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |   |
|---------------------------|----------------------------|----------|---------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Alfred St<br>(Street "A") | East                       | A1E      | Oak and Alice | Unrestricted                   | 5        | 4   | 5   | 5   | 5   | 5    | 5    | 5    | 4    | 4    | 5    | 3    | 5    | 2    | 1    | 2    | 2    |   |   |
|                           |                            |          |               | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 | 0 |
|                           |                            |          |               | Unrestricted                   | 12       | 10  | 12  | 12  | 12  | 12   | 11   | 11   | 11   | 10   | 6    | 2    | 2    | 3    | 3    | 4    |      |   |   |
|                           | West                       | A1W      | Oak and Alice | 4P 8am-6pm M-F Permit Excepted | 7        | 3   | 3   | 2   | 1   | 1    | 0    | 2    | 2    | 5    | 4    | 4    | 4    | 3    | 3    | 3    | 2    |   |   |
|                           |                            |          |               | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                           |                            |          |               | 4P 8am-6pm M-F Permit Excepted | 3        | 4   | 4   | 4   | 3   | 3    | 2    | 2    | 1    | 2    | 3    | 2    | 2    | 1    | 1    | 0    | 0    | 0 |   |
|                           |                            |          |               | Bus Zone                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |   |
|                           | <b>Total</b>               |          |               |                                |          | 27  | 21  | 24  | 23  | 21   | 21   | 19   | 20   | 18   | 22   | 22   | 15   | 13   | 8    | 8    | 8    | 8 |   |
|                           | <b>Unoccupied</b>          |          |               |                                |          | 6   | 3   | 4   | 6   | 6    | 8    | 7    | 9    | 5    | 5    | 12   | 14   | 19   | 19   | 19   | 19   |   |   |
|                           | <b>Percentage Occupied</b> |          |               |                                |          | 78% | 89% | 85% | 78% | 78%  | 70%  | 74%  | 67%  | 81%  | 81%  | 56%  | 48%  | 30%  | 30%  | 30%  | 30%  |   |   |

| Location                   | Side         | Map Code | Between           | Restriction                             | Capacity                       | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |   |
|----------------------------|--------------|----------|-------------------|-----------------------------------------|--------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|---|
| Alice St<br>(Street "B")   | North        | B1N      | Good and Alfred   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |   |
|                            |              |          |                   | No Parking 7am-9am 3pm-4pm School Days  | 2                              | 2   | 2   | 1   | 1   | 0    | 0    | 0    | 2    | 2    | 1    | 0    | 0    | 1    | 1    | 1    | 1    | 1  | 1 |   |
|                            |              |          |                   | Bus Zone 7am-9am 3pm-4pm School Days    | 3                              | 3   | 0   | 0   | 0   | 0    | 1    | 2    | 0    | 2    | 1    | 1    | 3    | 2    | 2    | 3    | 1    |    |   |   |
|                            |              |          |                   | P15min 8am-6pm M-F                      | 2                              | 1   | 0   | 2   | 1   | 0    | 3    | 2    | 2    | 1    | 1    | 1    | 2    | 1    | 1    | 3    | 2    |    |   |   |
|                            |              |          |                   | Mail Zone                               | 1                              | 0   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |              |          |                   | Unrestricted                            | 8                              | 7   | 8   | 8   | 8   | 8    | 8    | 8    | 8    | 8    | 8    | 7    | 7    | 5    | 6    | 7    | 5    | 4  |   |   |
|                            | North        | B2N      | Alfred and Arthur | No Parking (Buses and Coaches Excepted) | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                            |              |          |                   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |              |          |                   | Disability Parking                      | 2                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            | South        | B1S      | Good and Alfred   | Bus Zone 7am-9am 3pm-4pm School Days    | 3                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 2    | 2    | 2    | 0    | 0  | 0 |   |
|                            |              |          |                   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |              |          |                   | No Parking 7am-9am 3pm-4pm School Days  | 6                              | 3   | 1   | 5   | 3   | 1    | 2    | 2    | 5    | 8    | 6    | 0    | 1    | 5    | 5    | 6    | 0    |    |   |   |
|                            |              |          |                   | 4P 8am-6pm M-F Permit Excepted          | 8                              | 9   | 10  | 8   | 8   | 8    | 9    | 7    | 7    | 10   | 8    | 7    | 8    | 6    | 8    | 8    | 8    | 5  |   |   |
|                            |              | South    | B2S               | Alfred and Arthur                       | No Stopping                    | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                            |              |          |                   |                                         | 4P 8am-6pm M-F Permit Excepted | 19  | 3   | 2   | 2   | 4    | 5    | 5    | 6    | 7    | 2    | 7    | 3    | 3    | 2    | 2    | 3    | 4  |   |   |
|                            | <b>Total</b> |          |                   |                                         |                                | 54  | 28  | 23  | 27  | 25   | 22   | 28   | 27   | 32   | 33   | 31   | 19   | 22   | 25   | 28   | 31   | 17 |   |   |
| <b>Unoccupied</b>          |              |          |                   |                                         | 26                             | 31  | 27  | 29  | 32  | 26   | 27   | 22   | 21   | 23   | 35   | 32   | 29   | 26   | 23   | 37   |      |    |   |   |
| <b>Percentage Occupied</b> |              |          |                   |                                         | 52%                            | 43% | 50% | 46% | 41% | 52%  | 50%  | 59%  | 61%  | 57%  | 35%  | 41%  | 46%  | 52%  | 57%  | 31%  |      |    |   |   |

| Location                   | Side         | Map Code | Between       | Restriction                    | Capacity       | 600          | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|--------------|----------|---------------|--------------------------------|----------------|--------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Arthur St<br>(Street "C")  | East         | C1E      | Oak and Hope  | Unrestricted                   | 10             | 3            | 4   | 8   | 8   | 11   | 7    | 7    | 8    | 9    | 9    | 5    | 5    | 4    | 1    | 2    | 2    |   |
|                            |              |          |               | C2E                            | Hope and Alice | Unrestricted | 7   | 4   | 4   | 4    | 4    | 4    | 7    | 6    | 6    | 5    | 4    | 2    | 1    | 2    | 2    | 2 |
|                            | West         | C1W      | Oak and Alice | 4P 8am-6pm M-F Permit Excepted | 36             | 1            | 1   | 3   | 4   | 2    | 3    | 3    | 2    | 1    | 1    | 0    | 1    | 1    | 0    | 0    | 0    |   |
|                            | <b>Total</b> |          |               |                                |                | 53           | 8   | 9   | 15  | 16   | 17   | 17   | 16   | 16   | 15   | 14   | 7    | 7    | 7    | 3    | 4    | 5 |
| <b>Unoccupied</b>          |              |          |               |                                | 45             | 44           | 38  | 37  | 36  | 36   | 37   | 37   | 38   | 39   | 46   | 46   | 46   | 50   | 49   | 48   |      |   |
| <b>Percentage Occupied</b> |              |          |               |                                | 15%            | 17%          | 28% | 30% | 32% | 32%  | 30%  | 30%  | 28%  | 26%  | 13%  | 13%  | 13%  | 6%   | 8%   | 9%   |      |   |

| Location                   | Side | Map Code | Between          | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|----------------------------|------|----------|------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Gregory Pl<br>(Street "D") | East | D1E      | South of Hassall | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                            |      |          |                  | 4P 8am-6pm M-F Permit Excepted            | 17       | 2   | 2   | 3   | 4   | 4    | 5    | 5    | 6    | 5    | 6    | 4    | 3    | 4    | 5    | 4    | 4    |    |   |
|                            | West | D1W      | South of Hassall | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                            |      |          |                  | No Parking (Authorised Carshare Excepted) | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |      |          |                  | 4P 8am-6pm M-F Permit Excepted            | 20       | 8   | 7   | 8   | 8   | 10   | 10   | 13   | 9    | 16   | 10   | 11   | 6    | 5    | 5    | 5    | 5    | 5  |   |
|                            |      |          |                  | <b>Total</b>                              |          |     |     |     | 38  | 10   | 9    | 11   | 12   | 14   | 15   | 18   | 15   | 21   | 16   | 9    | 9    | 10 | 9 |
| <b>Unoccupied</b>          |      |          |                  |                                           | 28       | 29  | 27  | 26  | 24  | 23   | 20   | 23   | 17   | 22   | 23   | 29   | 29   | 28   | 29   | 29   |      |    |   |
| <b>Percentage Occupied</b> |      |          |                  |                                           | 26%      | 24% | 29% | 32% | 37% | 39%  | 47%  | 39%  | 55%  | 42%  | 39%  | 24%  | 24%  | 26%  | 24%  | 24%  |      |    |   |

| Location                   | Side  | Map Code     | Between               | Restriction                                                                                 | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|----------------------------|-------|--------------|-----------------------|---------------------------------------------------------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| No Stopping                | North | E1N          | Parkes and Purchase   | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                            |       |              |                       | No Stopping 6am-10am 3pm-7pm M-F                                                            | 6        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E2N          | Purchase and Alfred   | No Stopping 6am-10am 3pm-7pm M-F                                                            | 2        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | Bus Zone                                                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E3N          | Alfred and Arthur     | No Stopping 6am-10am 3pm-7pm M-F                                                            | 11       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping 6am-10am 3pm-7pm M-F                                                            | 12       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E4N          | Arthur and James Ruse | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | Bus Zone                                                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | Unrestricted                                                                                | 6        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            | South | E1S          | Parkes and Gregory    | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Parking                                                                                  | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | Bus Zone                                                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping 6am-10am 3pm-7pm M-F (No Parking Buses and Coaches Excepted at all other times) | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E2S          | Gregory and Alfred    | Bus Zone                                                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping 6am-10am 3pm-7pm M-F                                                            | 5        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E3S          | Alfred and Arthur     | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping 6am-10am 3pm-7pm M-F                                                            | 14       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | E4S          | Arthur and James Ruse | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | Bus Zone                                                                                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       |              |                       | No Stopping                                                                                 | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                            |       | <b>Total</b> |                       |                                                                                             |          |     | 56  | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
| <b>Unoccupied</b>          |       |              |                       |                                                                                             |          | 56  | 56  | 56  | 56  | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56   | 56 |   |
| <b>Percentage Occupied</b> |       |              |                       |                                                                                             |          | 0%  | 0%  | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0%   | 0% |   |

| Location                   | Side  | Map Code | Between               | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|-----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Hope St<br>(Street "F")    | North | F1E      | Arthur and James Ruse | Unrestricted                   | 25       | 18  | 15  | 13  | 9   | 8    | 8    | 8    | 6    | 6    | 8    | 10   | 16   | 18   | 19   | 20   | 22   |
|                            | South | F1W      | Arthur and James Ruse | 4P 8am-6pm M-F Permit Excepted | 26       | 15  | 13  | 9   | 11  | 15   | 15   | 16   | 16   | 14   | 13   | 16   | 14   | 15   | 18   | 22   | 20   |
| <b>Total</b>               |       |          |                       |                                | 51       | 33  | 28  | 22  | 20  | 23   | 23   | 24   | 22   | 20   | 21   | 26   | 30   | 33   | 37   | 42   | 42   |
| <b>Unoccupied</b>          |       |          |                       |                                |          | 18  | 23  | 29  | 31  | 28   | 28   | 27   | 29   | 31   | 30   | 25   | 21   | 18   | 14   | 9    | 9    |
| <b>Percentage Occupied</b> |       |          |                       |                                |          | 65% | 55% | 43% | 39% | 45%  | 45%  | 47%  | 43%  | 39%  | 41%  | 51%  | 59%  | 65%  | 73%  | 82%  | 82%  |

| Location                   | Side  | Map Code   | Between               | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|-------|------------|-----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Oak St<br>(Street "G")     | North | G1N        | Alfred and Arthur     | Unrestricted                   | 26       | 23  | 23  | 25  | 25  | 24   | 24   | 24   | 24   | 24   | 21   | 18   | 15   | 15   | 16   | 16   | 16   |   |
|                            |       |            |                       | Unrestricted                   | 25       | 5   | 11  | 19  | 19  | 22   | 19   | 23   | 22   | 20   | 20   | 20   | 16   | 15   | 13   | 11   | 11   |   |
|                            |       | No Parking | 0                     | 0                              | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            | South | G1S        | Alfred and Arthur     | 4P 8am-6pm M-F Permit Excepted | 22       | 12  | 11  | 11  | 8   | 8    | 8    | 7    | 8    | 10   | 10   | 11   | 12   | 12   | 11   | 11   | 11   |   |
|                            |       |            |                       | 4P 8am-6pm M-F Permit Excepted | 19       | 1   | 1   | 2   | 6   | 6    | 6    | 11   | 8    | 12   | 7    | 11   | 10   | 5    | 7    | 6    |      |   |
|                            |       | G2S        | Arthur and James Ruse | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |       |            |                       | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| <b>Total</b>               |       |            |                       |                                | 92       | 41  | 46  | 57  | 58  | 60   | 57   | 60   | 65   | 62   | 63   | 56   | 54   | 52   | 45   | 45   | 44   |   |
| <b>Unoccupied</b>          |       |            |                       |                                |          | 51  | 46  | 35  | 34  | 32   | 35   | 32   | 27   | 30   | 29   | 36   | 38   | 40   | 47   | 47   | 48   |   |
| <b>Percentage Occupied</b> |       |            |                       |                                |          | 45% | 50% | 62% | 63% | 65%  | 62%  | 65%  | 71%  | 67%  | 68%  | 61%  | 59%  | 57%  | 49%  | 49%  | 48%  |   |

TTM Data

TTM Reference: 19SYD0164

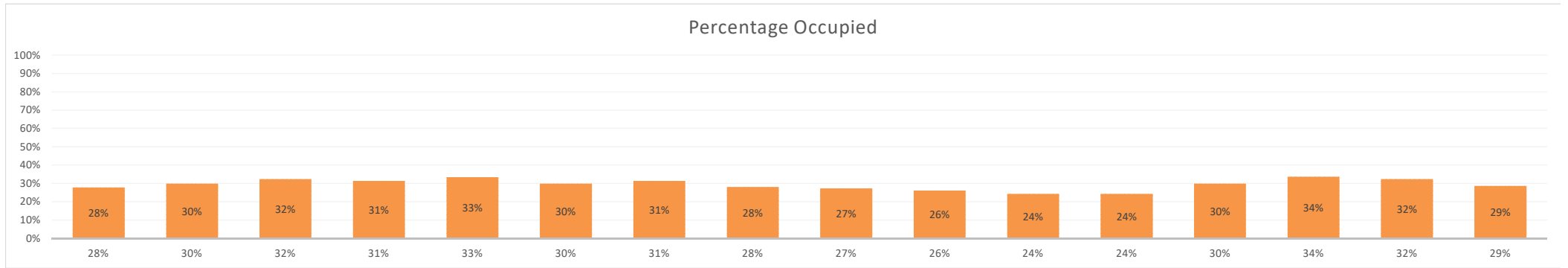
Location: Rosehill

Date: Saturday, 19 October 2019

Weather: Fine

Notes:

| Total Area Capacity | Capacity            | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|---------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 371                 | 103 | 111 | 120 | 116 | 124  | 111  | 116  | 104  | 101  | 97   | 90   | 90   | 111  | 125  | 120  | 106  |
|                     | Unoccupied          | 268 | 260 | 251 | 255 | 247  | 260  | 255  | 267  | 270  | 274  | 281  | 281  | 260  | 246  | 251  | 265  |
|                     | Percentage Occupied | 28% | 30% | 32% | 31% | 33%  | 30%  | 31%  | 28%  | 27%  | 26%  | 24%  | 24%  | 30%  | 34%  | 32%  | 29%  |



| Location                  | Side                       | Map Code | Between       | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |     |     |   |
|---------------------------|----------------------------|----------|---------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|---|
| Alfred St<br>(Street "A") | East                       | A1E      | Oak and Alice | Unrestricted                   | 5        | 2   | 2   | 2   | 2   | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 1    | 1    | 1   |     |   |
|                           |                            |          |               | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0   | 0 |
|                           |                            |          |               | Unrestricted                   | 12       | 2   | 2   | 2   | 1   | 3    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    | 2    | 3    | 4   | 3   |   |
|                           | West                       | A1W      | Oak and Alice | 4P 8am-6pm M-F Permit Excepted | 7        | 4   | 4   | 2   | 2   | 2    | 2    | 2    | 2    | 2    | 2    | 3    | 2    | 2    | 2    | 3    | 3    | 3   | 3   |   |
|                           |                            |          |               | No Stopping                    | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0   | 0 |
|                           |                            |          |               | 4P 8am-6pm M-F Permit Excepted | 3        | 0   | 0   | 0   | 0   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 3   | 1   | 0 |
|                           |                            |          |               | Bus Zone                       | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0   | 0 |
|                           | <b>Total</b>               |          |               |                                |          | 27  | 8   | 8   | 6   | 6    | 6    | 5    | 6    | 5    | 4    | 5    | 4    | 4    | 7    | 10   | 9    | 7   |     |   |
|                           | <b>Unoccupied</b>          |          |               |                                |          | 19  | 19  | 21  | 21  | 21   | 22   | 21   | 22   | 22   | 23   | 22   | 23   | 23   | 23   | 20   | 17   | 18  | 20  |   |
|                           | <b>Percentage Occupied</b> |          |               |                                |          |     | 30% | 30% | 22% | 22%  | 22%  | 19%  | 22%  | 19%  | 15%  | 19%  | 15%  | 15%  | 15%  | 26%  | 37%  | 33% | 26% |   |

| Location                 | Side                       | Map Code | Between           | Restriction                             | Capacity                       | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |   |
|--------------------------|----------------------------|----------|-------------------|-----------------------------------------|--------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|---|
| Alice St<br>(Street "B") | North                      | B1N      | Good and Alfred   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |   |
|                          |                            |          |                   | No Parking 7am-9am 3pm-4pm School Days  | 2                              | 1   | 0   | 2   | 1   | 2    | 0    | 0    | 0    | 2    | 2    | 0    | 2    | 2    | 2    | 2    | 1    | 0  |   |   |
|                          |                            |          |                   | Bus Zone 7am-9am 3pm-4pm School Days    | 3                              | 2   | 2   | 2   | 2   | 2    | 2    | 1    | 3    | 2    | 2    | 1    | 1    | 2    | 3    | 3    | 1    |    |   |   |
|                          |                            |          |                   | P15min 8am-6pm M-F                      | 2                              | 2   | 4   | 3   | 2   | 3    | 1    | 1    | 2    | 3    | 1    | 1    | 1    | 4    | 4    | 4    | 2    |    |   |   |
|                          |                            |          |                   | Mail Zone                               | 1                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 | 0 |
|                          |                            |          |                   | Unrestricted                            | 8                              | 8   | 8   | 8   | 7   | 8    | 8    | 7    | 7    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8  | 8 | 8 |
|                          | North                      | B2N      | Alfred and Arthur | No Parking (Buses and Coaches Excepted) | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |   |
|                          |                            |          |                   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                          |                            |          |                   | Disability Parking                      | 2                              | 0   | 0   | 0   | 0   | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                          | South                      | B1S      | Good and Alfred   | Bus Zone 7am-9am 3pm-4pm School Days    | 3                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 2    | 1    | 0    | 0    | 4    | 4    | 2    | 2    |    |   |   |
|                          |                            |          |                   | No Stopping                             | 0                              | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                          |                            |          |                   | No Parking 7am-9am 3pm-4pm School Days  | 6                              | 1   | 1   | 6   | 2   | 4    | 1    | 2    | 2    | 5    | 6    | 1    | 0    | 6    | 6    | 4    | 1    |    |   |   |
|                          |                            |          |                   | 4P 8am-6pm M-F Permit Excepted          | 8                              | 9   | 9   | 9   | 10  | 8    | 5    | 8    | 4    | 8    | 9    | 6    | 7    | 9    | 9    | 9    | 7    |    |   |   |
|                          |                            | South    | B2S               | Alfred and Arthur                       | No Stopping                    | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |   |
|                          |                            |          |                   |                                         | 4P 8am-6pm M-F Permit Excepted | 19  | 5   | 5   | 7   | 4    | 5    | 4    | 5    | 3    | 3    | 5    | 4    | 2    | 2    | 4    | 4    | 5  |   |   |
|                          | <b>Total</b>               |          |                   |                                         |                                | 54  | 28  | 29  | 37  | 28   | 32   | 21   | 25   | 21   | 33   | 34   | 22   | 21   | 37   | 40   | 35   | 26 |   |   |
|                          | <b>Unoccupied</b>          |          |                   |                                         |                                | 26  | 25  | 17  | 26  | 22   | 33   | 29   | 33   | 21   | 20   | 32   | 33   | 17   | 14   | 19   | 28   |    |   |   |
|                          | <b>Percentage Occupied</b> |          |                   |                                         |                                | 52% | 54% | 69% | 52% | 59%  | 39%  | 46%  | 39%  | 61%  | 63%  | 41%  | 39%  | 69%  | 74%  | 65%  | 48%  |    |   |   |

| Location                   | Side | Map Code | Between       | Restriction                    | Capacity       | 600          | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|------|----------|---------------|--------------------------------|----------------|--------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Arthur St<br>(Street "C")  | East | C1E      | Oak and Hope  | Unrestricted                   | 10             | 3            | 2   | 3   | 4   | 4    | 4    | 4    | 2    | 3    | 2    | 2    | 1    | 1    | 3    | 2    | 2    |   |
|                            |      |          |               | C2E                            | Hope and Alice | Unrestricted | 7   | 3   | 3   | 4    | 4    | 4    | 3    | 3    | 4    | 3    | 2    | 2    | 0    | 1    | 1    | 1 |
|                            | West | C1W      | Oak and Alice | 4P 8am-6pm M-F Permit Excepted | 36             | 0            | 1   | 1   | 2   | 1    | 3    | 2    | 3    | 2    | 2    | 1    | 2    | 1    | 1    | 1    | 1    | 1 |
|                            |      |          |               | <b>Total</b>                   | 53             | 6            | 6   | 8   | 10  | 9    | 10   | 9    | 9    | 8    | 6    | 5    | 3    | 3    | 5    | 3    | 5    | 3 |
| <b>Unoccupied</b>          |      |          |               |                                | 47             | 47           | 45  | 43  | 44  | 43   | 44   | 44   | 45   | 47   | 48   | 50   | 50   | 48   | 50   | 50   | 50   |   |
| <b>Percentage Occupied</b> |      |          |               |                                | 11%            | 11%          | 15% | 19% | 17% | 19%  | 17%  | 17%  | 15%  | 11%  | 9%   | 6%   | 6%   | 9%   | 6%   | 6%   |      |   |

| Location                   | Side | Map Code | Between          | Restriction                               | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |   |
|----------------------------|------|----------|------------------|-------------------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Gregory Pl<br>(Street "D") | East | D1E      | South of Hassall | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |   |
|                            |      |          |                  | 4P 8am-6pm M-F Permit Excepted            | 17       | 6   | 6   | 7   | 5   | 6    | 7    | 5    | 4    | 4    | 4    | 4    | 4    | 5    | 3    | 5    | 5    |   |
|                            | West | D1W      | South of Hassall | No Stopping                               | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                  | No Parking (Authorised Carshare Excepted) | 1        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
|                            |      |          |                  | 4P 8am-6pm M-F Permit Excepted            | 20       | 7   | 6   | 7   | 6   | 7    | 6    | 7    | 6    | 5    | 5    | 5    | 4    | 5    | 6    | 5    | 5    |   |
| <b>Total</b>               |      |          |                  |                                           | 38       | 13  | 12  | 14  | 11  | 13   | 13   | 12   | 10   | 9    | 9    | 8    | 10   | 9    | 10   | 10   |      |   |
| <b>Unoccupied</b>          |      |          |                  |                                           | 25       | 26  | 24  | 27  | 25  | 25   | 26   | 28   | 29   | 29   | 29   | 30   | 28   | 29   | 28   | 28   |      |   |
| <b>Percentage Occupied</b> |      |          |                  |                                           | 34%      | 32% | 37% | 29% | 34% | 34%  | 32%  | 26%  | 24%  | 24%  | 21%  | 26%  | 24%  | 26%  | 26%  |      |      |   |



| Location                  | Side                                                                                        | Map Code | Between               | Restriction                      | Capacity   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |   |
|---------------------------|---------------------------------------------------------------------------------------------|----------|-----------------------|----------------------------------|------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|---|
| Hassal St<br>(Street "E") | North                                                                                       | E1N      | Parkes and Purchase   | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |   |
|                           |                                                                                             |          |                       | No Stopping 6am-10am 3pm-7pm M-F | 6          | 0   | 0   | 0   | 2   | 1    | 3    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             | E2N      | Purchase and Alfred   | No Stopping 6am-10am 3pm-7pm M-F | 2          | 0   | 0   | 0   | 1   | 0    | 1    | 3    | 3    | 2    | 0    | 0    | 2    | 1    | 2    | 1    | 0    | 0  |   |
|                           |                                                                                             |          |                       | Bus Zone                         | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             | E3N      | Alfred and Arthur     | No Stopping 6am-10am 3pm-7pm M-F | 11         | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             |          |                       | No Stopping 6am-10am 3pm-7pm M-F | 12         | 0   | 2   | 2   | 2   | 4    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             | E4N      | Arthur and James Ruse | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             |          |                       | No Parking                       | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             |          |                       | Bus Zone                         | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             |          |                       | Unrestricted                     | 6          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             |          |                       | No Parking                       | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           |                                                                                             | South    | E1S                   | Parkes and Gregory               | No Parking | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0 |
|                           | Bus Zone                                                                                    |          |                       |                                  | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | No Stopping                                                                                 |          |                       |                                  | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | No Stopping 6am-10am 3pm-7pm M-F (No Parking Buses and Coaches Excepted at all other times) |          |                       |                                  | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | Bus Zone                                                                                    |          |                       |                                  | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | E2S                                                                                         |          | Gregory and Alfred    | No Stopping 6am-10am 3pm-7pm M-F | 5          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           |                                                                                             |          |                       | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | E3S                                                                                         |          | Alfred and Arthur     | No Stopping 6am-10am 3pm-7pm M-F | 14         | 0   | 0   | 0   | 1   | 0    | 1    | 2    | 2    | 1    | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2  |   |
|                           |                                                                                             |          |                       | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | E4S                                                                                         |          | Arthur and James Ruse | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           |                                                                                             |          |                       | Bus Zone                         | 0          | 0   | 2   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           |                                                                                             |          |                       | No Stopping                      | 0          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |   |
|                           | <b>Total</b>                                                                                |          |                       |                                  |            | 56  | 0   | 4   | 2   | 6    | 5    | 7    | 7    | 5    | 3    | 2    | 3    | 4    | 3    | 4    | 3    | 2  |   |
|                           | <b>Unoccupied</b>                                                                           |          |                       |                                  |            | 56  | 52  | 54  | 50  | 51   | 49   | 49   | 51   | 53   | 54   | 53   | 52   | 53   | 52   | 53   | 52   | 53 |   |
|                           | <b>Percentage Occupied</b>                                                                  |          |                       |                                  |            | 0%  | 7%  | 4%  | 11% | 9%   | 13%  | 13%  | 9%   | 5%   | 4%   | 5%   | 7%   | 5%   | 7%   | 5%   | 4%   |    |   |

| Location                   | Side         | Map Code | Between               | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|--------------|----------|-----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Hope St<br>(Street "F")    | North        | F1E      | Arthur and James Ruse | Unrestricted                   | 25       | 18  | 20  | 18  | 17  | 18   | 15   | 16   | 16   | 16   | 16   | 17   | 17   | 16   | 17   | 17   | 19   |
|                            | South        | F1W      | Arthur and James Ruse | 4P 8am-6pm M-F Permit Excepted | 26       | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | <b>Total</b> |          |                       |                                |          | 51  | 18  | 20  | 18  | 17   | 18   | 15   | 16   | 16   | 16   | 17   | 17   | 16   | 17   | 17   | 19   |
| <b>Unoccupied</b>          |              |          |                       |                                | 33       | 31  | 33  | 34  | 33  | 36   | 35   | 35   | 35   | 35   | 34   | 34   | 35   | 34   | 34   | 34   | 32   |
| <b>Percentage Occupied</b> |              |          |                       |                                | 35%      | 39% | 35% | 33% | 35% | 29%  | 31%  | 31%  | 31%  | 31%  | 33%  | 33%  | 31%  | 33%  | 33%  | 37%  |      |

| Location                   | Side  | Map Code | Between               | Restriction                    | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|----------------------------|-------|----------|-----------------------|--------------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Oak St<br>(Street "G")     | North | G1N      | Alfred and Arthur     | Unrestricted                   | 26       | 16  | 15  | 13  | 15  | 14   | 10   | 10   | 10   | 9    | 10   | 10   | 15   | 14   | 16   | 16   | 15   |
|                            |       |          |                       | Unrestricted                   | 25       | 4   | 7   | 10  | 9   | 14   | 12   | 14   | 17   | 10   | 8    | 7    | 6    | 9    | 11   | 14   | 13   |
|                            |       | G2N      | Arthur and James Ruse | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            | South | G1S      | Alfred and Arthur     | 4P 8am-6pm M-F Permit Excepted | 22       | 10  | 10  | 9   | 10  | 9    | 10   | 9    | 8    | 8    | 7    | 10   | 10   | 11   | 11   | 11   | 10   |
|                            |       |          |                       | 4P 8am-6pm M-F Permit Excepted | 19       | 0   | 0   | 3   | 4   | 4    | 8    | 8    | 3    | 1    | 0    | 3    | 2    | 1    | 2    | 2    | 1    |
|                            |       | G2S      | Arthur and James Ruse | 4P 8am-6pm M-F Permit Excepted | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
|                            |       |          |                       | No Parking                     | 0        | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>Total</b>               |       |          |                       |                                | 92       | 30  | 32  | 35  | 38  | 41   | 40   | 41   | 38   | 28   | 25   | 30   | 33   | 35   | 40   | 43   | 39   |
| <b>Unoccupied</b>          |       |          |                       |                                | 62       | 60  | 57  | 54  | 51  | 52   | 51   | 54   | 64   | 67   | 62   | 59   | 57   | 52   | 49   | 53   |      |
| <b>Percentage Occupied</b> |       |          |                       |                                | 33%      | 35% | 38% | 41% | 45% | 43%  | 45%  | 41%  | 30%  | 27%  | 33%  | 36%  | 38%  | 43%  | 47%  | 42%  |      |

**TTM Data**

TTM Reference: [19SYD0164](#)

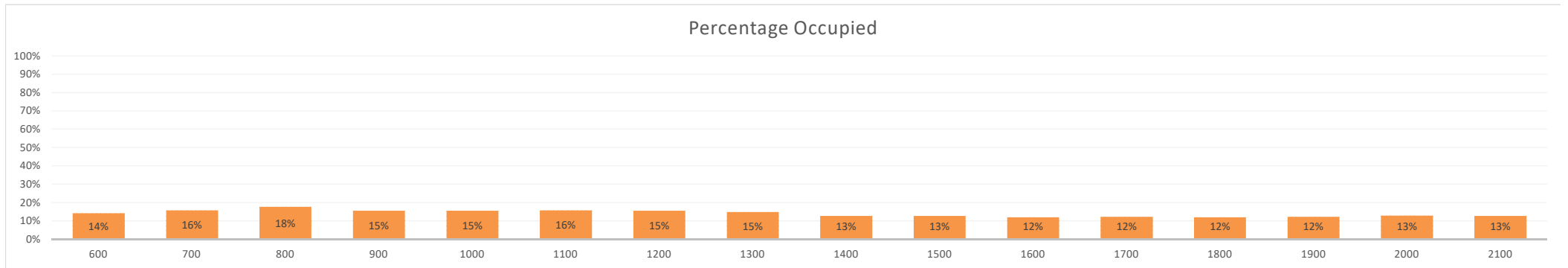
Location: [Camellia](#)

Date: [Wednesday, 16 October 2019](#)

Weather: [Fine](#)

Notes:

| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 318                        | 45  | 50  | 56  | 49  | 49   | 50   | 49   | 47   | 40   | 40   | 38   | 39   | 38   | 39   | 41   | 40   |
|                     | <b>Unoccupied</b>          | 273 | 268 | 262 | 269 | 269  | 268  | 269  | 271  | 278  | 280  | 279  | 280  | 279  | 277  | 278  |      |
|                     | <b>Percentage Occupied</b> | 14% | 16% | 18% | 15% | 15%  | 16%  | 15%  | 15%  | 13%  | 13%  | 12%  | 12%  | 12%  | 12%  | 13%  | 13%  |



| Location                     | Side | Map Code | Between            | Restriction  | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|------------------------------|------|----------|--------------------|--------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Colquhoun St<br>(Street "A") | East | A1E      | South of Grand Ave | Unrestricted | 36       | 9   | 12  | 14  | 14  | 15   | 16   | 15   | 12   | 14   | 15   | 15   | 10   | 9    | 9    | 9    | 8    |
|                              | West | A1W      | South of Grand Ave | Unrestricted | 42       | 11  | 11  | 10  | 10  | 14   | 13   | 14   | 7    | 14   | 16   | 14   | 13   | 12   | 13   | 13   | 13   |
| <b>Total</b>                 |      |          |                    |              | 78       | 20  | 23  | 24  | 24  | 29   | 29   | 29   | 19   | 28   | 31   | 29   | 23   | 21   | 22   | 22   | 21   |
| <b>Unoccupied</b>            |      |          |                    |              | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   |      |
| <b>Percentage Occupied</b>   |      |          |                    |              | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                  | Side                                         | Map Code | Between               | Restriction                 | Capacity    | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |    |    |   |
|---------------------------|----------------------------------------------|----------|-----------------------|-----------------------------|-------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|----|----|---|
| Grand Ave<br>(Street "B") | North                                        | B1N      | James Ruse and Durham | Unrestricted Island Parking | 20          | 16  | 17  | 19  | 19  | 19   | 17   | 18   | 15   | 18   | 18   | 14   | 6    | 3    | 3    | 3    | 3    |    |    |   |
|                           |                                              |          |                       | Unrestricted                | 6           | 4   | 5   | 4   | 6   | 6    | 6    | 6    | 6    | 6    | 6    | 5    | 3    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 4           | 4   | 5   | 5   | 5   | 5    | 5    | 5    | 5    | 6    | 5    | 4    | 2    | 1    | 2    | 2    | 2    | 2  | 2  |   |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 2           | 0   | 1   | 1   | 1   | 2    | 2    | 2    | 2    | 1    | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 1  | 0  | 0 |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 3           | 3   | 3   | 3   | 3   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 4    | 1    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 1           | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 4           | 3   | 3   | 5   | 5   | 4    | 6    | 6    | 6    | 4    | 3    | 4    | 2    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 26          | 5   | 5   | 6   | 10  | 11   | 10   | 9    | 9    | 10   | 8    | 6    | 4    | 3    | 2    | 1    | 1    | 1  | 1  |   |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           |                                              |          |                       | Unrestricted                | 25          | 5   | 13  | 11  | 14  | 12   | 14   | 11   | 7    | 6    | 5    | 3    | 0    | 0    | 0    | 1    | 1    | 1  | 1  | 1 |
|                           |                                              |          |                       | No Stopping                 | 0           | 0   | 0   | 0   | 0   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1  | 1  | 1 |
|                           |                                              |          |                       | Unrestricted                | 32          | 12  | 14  | 14  | 15  | 15   | 16   | 16   | 14   | 10   | 7    | 5    | 2    | 2    | 3    | 2    | 2    | 3  | 2  | 2 |
|                           | No Stopping                                  | 0        | 0                     | 0                           | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |    |   |
|                           |                                              | B2S      |                       |                             | No Stopping | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |    |   |
|                           | Unrestricted                                 |          |                       |                             | 25          | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           | No Parking 4am-9am M-S Horse-Floats Excepted |          |                       |                             | 7           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  |   |
|                           | Unrestricted                                 |          |                       |                             | 51          | 27  | 26  | 38  | 34  | 39   | 36   | 36   | 33   | 28   | 23   | 22   | 19   | 15   | 12   | 14   | 14   | 14 | 14 |   |
|                           | No Stopping                                  |          |                       |                             | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           | Unrestricted                                 |          |                       |                             | 34          | 4   | 0   | 0   | 9   | 11   | 11   | 12   | 8    | 8    | 9    | 4    | 3    | 3    | 3    | 3    | 3    | 3  | 4  |   |
|                           | No Stopping                                  |          |                       |                             | 0           | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  | 0  | 0 |
|                           | <b>Total</b>                                 |          |                       |                             | 240         | 84  | 93  | 107 | 122 | 130  | 127  | 124  | 108  | 99   | 85   | 68   | 44   | 30   | 27   | 26   | 27   |    |    |   |
|                           | <b>Unoccupied</b>                            |          |                       |                             | 156         | 147 | 133 | 118 | 110 | 113  | 116  | 132  | 141  | 155  | 172  | 196  | 210  | 213  | 214  | 213  |      |    |    |   |
|                           | <b>Percentage Occupied</b>                   |          |                       |                             | 35%         | 39% | 45% | 51% | 54% | 53%  | 52%  | 45%  | 41%  | 35%  | 28%  | 18%  | 13%  | 11%  | 11%  | 11%  |      |    |    |   |

**TTM Data**

TTM Reference: [19SYD0164](#)

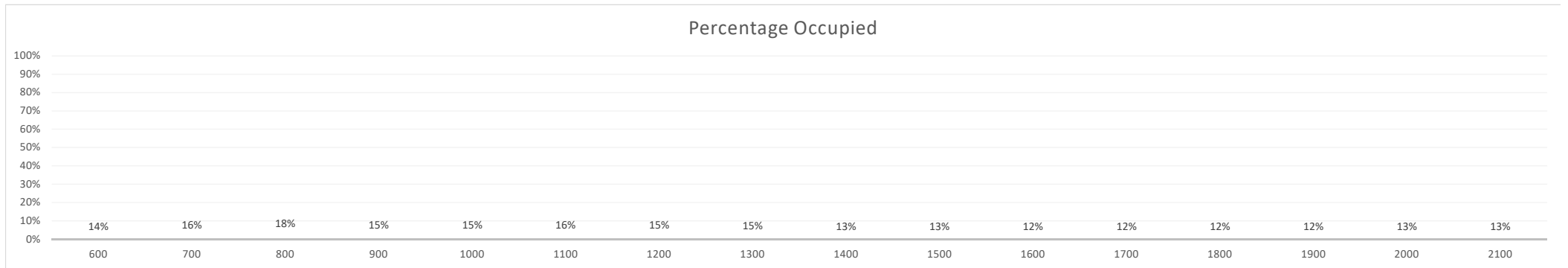
Location: [Camellia](#)

Date: [Saturday, 19 October 2019](#)

Weather: [Fine](#)

Notes:

| Total Area Capacity | Capacity                   | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------|----------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
|                     | 318                        | 45  | 50  | 56  | 49  | 49   | 50   | 49   | 47   | 40   | 40   | 38   | 39   | 38   | 39   | 41   | 40   |
|                     | <b>Unoccupied</b>          | 273 | 268 | 262 | 269 | 269  | 268  | 269  | 271  | 278  | 278  | 280  | 279  | 280  | 279  | 277  | 278  |
|                     | <b>Percentage Occupied</b> | 14% | 16% | 18% | 15% | 15%  | 16%  | 15%  | 15%  | 13%  | 13%  | 12%  | 12%  | 12%  | 12%  | 13%  | 13%  |



| Location                  | Side | Map Code | Between            | Restriction                | Capacity | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |
|---------------------------|------|----------|--------------------|----------------------------|----------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Colquhoun St (Street "A") | East | A1E      | South of Grand Ave | Unrestricted               | 36       | 9   | 9   | 9   | 9   | 8    | 8    | 8    | 9    | 7    | 7    | 7    | 7    | 7    | 6    | 7    | 7    |
|                           | West | A1W      | South of Grand Ave | Unrestricted               | 42       | 9   | 10  | 10  | 9   | 11   | 11   | 11   | 10   | 9    | 10   | 10   | 10   | 10   | 8    | 10   | 10   |
|                           |      |          |                    | <b>Total</b>               | 78       | 18  | 19  | 19  | 18  | 19   | 19   | 19   | 19   | 16   | 17   | 17   | 17   | 15   | 16   | 17   | 17   |
|                           |      |          |                    | <b>Unoccupied</b>          | 86       | 95  | 83  | 57  | 63  | 75   | 82   | 67   | 83   | 73   | 99   | 66   | 101  | 87   | 65   | 61   | 61   |
|                           |      |          |                    | <b>Percentage Occupied</b> | 35%      | 29% | 38% | 57% | 53% | 44%  | 38%  | 50%  | 38%  | 45%  | 26%  | 50%  | 24%  | 35%  | 51%  | 54%  |      |

| Location                  | Side        | Map Code | Between               | Restriction                 | Capacity                                     | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 |     |   |   |
|---------------------------|-------------|----------|-----------------------|-----------------------------|----------------------------------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|-----|---|---|
| Grand Ave<br>(Street "B") | North       | B1N      | James Ruse and Durham | Unrestricted Island Parking | 20                                           | 2   | 3   | 6   | 7   | 7    | 5    | 5    | 5    | 5    | 4    | 4    | 4    | 4    | 4    | 5    | 5    |     |   |   |
|                           |             |          |                       | Unrestricted                | 6                                            | 0   | 0   | 1   | 2   | 2    | 2    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       | Unrestricted                | 4                                            | 3   | 3   | 2   | 2   | 2    | 3    | 2    | 2    | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 1    | 1   | 1 |   |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       | Unrestricted                | 2                                            | 0   | 1   | 1   | 1   | 1    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0   | 0 |   |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       | Unrestricted                | 3                                            | 0   | 0   | 0   | 1   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1   | 1 | 0 |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       | Unrestricted                | 1                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | Unrestricted                | 4                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | Unrestricted                | 26                                           | 1   | 1   | 1   | 1   | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1   | 1 | 1 |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | Unrestricted                | 25                                           | 0   | 1   | 2   | 1   | 1    | 1    | 2    | 2    | 0    | 1    | 0    | 1    | 0    | 1    | 1    | 1    | 1   | 1 | 0 |
|                           |             |          |                       | No Stopping                 | 0                                            | 0   | 0   | 1   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 | 0 |
|                           |             |          |                       | Unrestricted                | 32                                           | 1   | 2   | 1   | 1   | 1    | 1    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1   | 1 | 1 |
|                           | No Stopping | 0        | 0                     | 0                           | 0                                            | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |   |   |
|                           |             |          |                       |                             | No Stopping                                  | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |   |
|                           |             |          |                       |                             | Unrestricted                                 | 25  | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |   |
|                           |             |          |                       |                             | No Parking 4am-9am M-S Horse-Floats Excepted | 7   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |   |
|                           |             |          |                       |                             | Unrestricted                                 | 51  | 16  | 16  | 18  | 11   | 11   | 12   | 11   | 11   | 10   | 11   | 11   | 10   | 10   | 10   | 11   | 12  |   |   |
|                           |             |          | B2S                   | Colquhoun and Durham        | No Stopping                                  | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   |   |   |
|                           |             |          |                       |                             | Unrestricted                                 | 34  | 4   | 4   | 4   | 4    | 4    | 5    | 4    | 4    | 5    | 3    | 3    | 3    | 3    | 3    | 3    | 3   |   |   |
|                           |             |          |                       |                             | No Stopping                                  | 0   | 0   | 0   | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0 |   |
|                           |             |          |                       |                             | <b>Total</b>                                 | 240 | 27  | 31  | 37  | 31   | 30   | 31   | 30   | 28   | 24   | 23   | 21   | 22   | 23   | 23   | 24   | 23  |   |   |
|                           |             |          |                       |                             | <b>Unoccupied</b>                            | 213 | 209 | 203 | 209 | 210  | 209  | 210  | 212  | 216  | 217  | 219  | 218  | 217  | 217  | 217  | 216  | 217 |   |   |
|                           |             |          |                       |                             | <b>Percentage Occupied</b>                   | 11% | 13% | 15% | 13% | 13%  | 13%  | 13%  | 12%  | 10%  | 10%  | 9%   | 9%   | 10%  | 10%  | 10%  | 10%  |     |   |   |

**2.3 Parking Management Strategy: Civil Infrastructure Consultation  
Documentation (PLR1INF-BECA-ALL-TF-RPT-000002) – Rev 03**



# Parking Management Strategy

Volume 2.3: Civil Infrastructure Consultation  
Documentation

Parramatta Light Rail – Stage 1 (SSI-8285) – Revision 02

PLR1INF-BECA-ALL-TF-RPT-000002

January 2020

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## Parking Management Strategy –Volume 2.3: Civil Infrastructure Consultation Documentation

PLR1INF-BECA-ALL-TF-RPT-000002

### Version status

| Revision | Revision Date | Status                                                             | Description                                                                                             | Author/ Company             | Reviewer/ Approver |
|----------|---------------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------|--------------------|
|          | 8 Oct 2019    | Initial Draft                                                      | Planning Condition A5 Consultation Documentation: Parking Management Strategy – Infrastructure Delivery | Beca and Parramatta Connect | R. Thomas          |
| 00       | 16 Oct 2019   | Submission for ER Endorsement                                      | Planning Condition A5 Consultation Documentation: Parking Management Strategy – Infrastructure Delivery | Beca and Parramatta Connect | R. Thomas          |
| 01       | 2 Dec 2019    | Draft for Consultation                                             | Planning Condition A5 Consultation Documentation: Parking Management Strategy – Infrastructure Delivery | Beca and Parramatta Connect | R. Thomas          |
| 01.1     | 20 Dec 2019   | FINAL Draft for Consultation (second and final stakeholder review) | Planning Condition A5 Consultation Documentation: Parking Management Strategy – Infrastructure Delivery | Beca and Parramatta Connect | N. Guo             |
| 02       | 14 Jan 2020   | Submission for ER Endorsement                                      | Parking Management Strategy – Volume 2.3: Civil Infrastructure Consultation Documentation               | Beca and Parramatta Connect | N. Guo             |

# Glossary / Abbreviations

| Abbreviation           | Expanded text                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CBD                    | Central Business District                                                                                                                                                                                                                                                                                                                                                   |
| CEMP                   | Construction Environmental Management Plan                                                                                                                                                                                                                                                                                                                                  |
| CoA                    | Conditions of Approval                                                                                                                                                                                                                                                                                                                                                      |
| Conditions of Approval | Conditions of Infrastructure Approval SSI-8285                                                                                                                                                                                                                                                                                                                              |
| CoPC                   | City of Parramatta Council                                                                                                                                                                                                                                                                                                                                                  |
| CPBDJV                 | CPB Downer Joint Venture                                                                                                                                                                                                                                                                                                                                                    |
| CSSI                   | Critical State Significant Infrastructure                                                                                                                                                                                                                                                                                                                                   |
| CSSI, the              | Parramatta Light Rail – Stage 1 (Westmead to Carlingford)                                                                                                                                                                                                                                                                                                                   |
| DDA                    | Disability Discrimination Act                                                                                                                                                                                                                                                                                                                                               |
| DP&E                   | Department of Planning and Environment*                                                                                                                                                                                                                                                                                                                                     |
| DWJV                   | Diona Ward Joint Venture                                                                                                                                                                                                                                                                                                                                                    |
| EIS                    | Environmental Impact Statement                                                                                                                                                                                                                                                                                                                                              |
| EP&A Act               | <i>Environmental Planning and Assessment Act 1979 (NSW)</i>                                                                                                                                                                                                                                                                                                                 |
| ER                     | The Environmental Representative for the CSSI.<br>A suitably qualified and experienced person independent of the Contractor and Proponent, and design and construction personnel, employed for the duration of the works until after the commencement of operation, or as agreed with the Secretary. The Environmental Representative sits under the Independent Certifier. |
| FCC                    | Ford Construction Civil                                                                                                                                                                                                                                                                                                                                                     |
| Independent Certifier  | The Independent Certifier is the Transport for NSW contractor for all independent certifications including engagement the Environmental Representative, Acoustics Advisor and Independent Arborist.                                                                                                                                                                         |
| LRV                    | Light Rail Vehicles                                                                                                                                                                                                                                                                                                                                                         |
| Minister, the          | Minister for Planning                                                                                                                                                                                                                                                                                                                                                       |
| MM                     | Mitigation Measures                                                                                                                                                                                                                                                                                                                                                         |
| OEH                    | Office of Environment & Heritage *                                                                                                                                                                                                                                                                                                                                          |
| OTTAPR                 | Operation Traffic, Transport and Access Performance Review                                                                                                                                                                                                                                                                                                                  |
| OTTR                   | PLR Environmental Impact Statement Technical Report: Operational Traffic and Transport Technical Assessment Report                                                                                                                                                                                                                                                          |
| PC                     | Parramatta Connect                                                                                                                                                                                                                                                                                                                                                          |
| PLR                    | Parramatta Light Rail                                                                                                                                                                                                                                                                                                                                                       |
| Planning Approval      | The Planning Approval includes the Conditions of Approval, the EIS and the Submissions and Preferred Infrastructure Report                                                                                                                                                                                                                                                  |
| PMS                    | This document Parking Management Strategy                                                                                                                                                                                                                                                                                                                                   |
| Pre-construction       | All work prior to, and in respect of the CSSI that is excluded from the definition of construction                                                                                                                                                                                                                                                                          |
| REMMM                  | Revised environmental mitigation and management measures                                                                                                                                                                                                                                                                                                                    |

| Abbreviation | Expanded text                                                                                                                                            |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| RMS          | Roads and Maritime Services**                                                                                                                            |
| SCO          | Sydney Coordination Office                                                                                                                               |
| SOM          | Supply, Operate and Maintain                                                                                                                             |
| SPB          | Street Post Box                                                                                                                                          |
| SPIR         | PLR (Stage 1) Westmead to Carlingford via Parramatta CBD and Camellia Submissions Report (incorporating Preferred Infrastructure Report) (February 2018) |
| TCP          | Traffic Control Plan                                                                                                                                     |
| TfNSW        | Transport for NSW                                                                                                                                        |
| TMP          | Traffic Management Plan                                                                                                                                  |
| TTAMP        | Construction Traffic, Transport and Access Management Sub-Plan                                                                                           |
| VMP          | Vehicle Management Plan                                                                                                                                  |
| VMS          | Variable Message Sign                                                                                                                                    |
| WIMR         | Westmead Institute of Medical Research                                                                                                                   |
| WSPAJV       | WSP Aurecon Joint Venture                                                                                                                                |

\*Where reference in the planning approval, this document and consultation has been made to OEH it should be noted that it has been abolished from 1 July 2019. The Environment section is construed as a reference to Department of Planning, Industry and Environment and the heritage component is construed as a reference to Department of Premier and Cabinet (DPC).

\*Where reference in the planning approval/ this document and consultation has been made to DP&E it should be noted that it has been abolished from 1 July 2019. References made to the Department of Planning and Environment is construed as a reference to the Department of Planning, Industry and Environment.

\*\* Where reference in this document and consultation has been made to RMS it should be noted that RMS has joined with TfNSW on 1 December 2019. References made to Roads and Maritime Services is construed as a reference to Transport for New South Wales (Network Integration team).

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# 1 Introduction

## 1.1 Background

The Parramatta Light Rail is subject to environmental impact assessment under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It is classified as Critical State Significant Infrastructure (CSSI). The EIS assessed impacts for Parramatta Light Rail Stage 1 (Westmead to Carlingford). This covered the light rail and associated works including road enabling work.

Stage 1 received Infrastructure Approval from the Minister for Planning under Section 5.19 of the EP&A Act on 29 May 2018 (Critical State Significant Infrastructure Application SSI-8285), subject to the conditions provided in the Instrument of Approval, specifically Schedule B – Ministerial Conditions of Approval.

The Infrastructure Approval was subsequently modified under Section 5.25 of the EP&A Act on 21 December 2018 and 25 January 2019.

The planning approval, modifications and related environmental assessment documents are located at: [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8285](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285).

## 1.2 Scope of the report

This report has been prepared to provide the evidence of consultation with the identified parties during the development of the Parking Management Strategy – Volume 2.2: Civil Infrastructure (PLR1INF-BECA-ALL-TF-RPT-000001) as required by Planning Condition A5 and E11.

# 2 Consultation Requirements

## 2.1 Minister's Conditions of Approval

The CoA relevant to this consultation of the Parking Management Strategy – Volume 2.2: Civil Infrastructure (PLR1INF-BECA-ALL-TF-RPT-000001) are listed **Table 2-1** below.

**Table 2-1: Minister's Conditions of Approval**

| CoA No. | Condition Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A5      | <p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document or monitoring program or review. The evidence must include:</p> <ul style="list-style-type: none"> <li>(a) documentation of the engagement with the party(ies) identified in the relevant condition of approval before submitting the document for approval;</li> <li>(b) log of the points of engagement or attempted engagement with the identified party(ies) and a summary of the issues raised by the identified party(ies);</li> <li>(c) documentation of any follow-up with the identified party(ies), where feedback has not been provided, to confirm that the identified party(ies) has none or has failed to provide feedback after repeated requests;</li> <li>(d) outline of the issues raised by the identified party(ies) and how they have been addressed, including evidence that the party(ies) is satisfied the issues have been addressed; and</li> <li>(e) where there are outstanding issues raised by the identified party(ies) that have not been adopted, the reasons why they have not been/could not be adopted must be provided, including evidence of consultation with the relevant party(ies).</li> </ul> |
| E2      | <p>In relation to new or modified road, parking, pedestrian and cycle infrastructure, the CSSI must be designed:</p> <ul style="list-style-type: none"> <li>(a) in consultation with the relevant road authority;</li> <li>(b) in consideration of existing and future demand, road safety and traffic network impacts;</li> <li>(c) to meet relevant design, engineering and safety guidelines, including Austroads Guides; and</li> <li>(d) is certified by an appropriately qualified and experienced person that the above matters have been appropriately considered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| E11     | <p>A Parking Management Strategy must be prepared before permanent or long-term loss of parking i.e. greater than three (3) months. The Strategy must be implemented in consultation with the relevant road authority and Relevant Council(s) to manage car parking impacts and kerbside parking access, particularly for the Westmead, Parramatta North, and Parramatta CBD precincts, as a result of the CSSI. The Parking Management Strategy must include, but not be limited to:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| CoA No. | Condition Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <p>(a) confirmation of the timing of the removal of on and off-street parking associated with the construction of the CSSI;</p> <p>(b) comprehensive parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop-off and pick-up, and weekend periods;</p> <p>(c) assessment of the impacts of changes to on and off-street parking taking into consideration outcomes of consultation with affected stakeholders;</p> <p>(d) identification of measures to manage any reduction in parking including staged removal, resident parking schemes, managed staff parking arrangements, and provision of alternative parking arrangements for accessible and service spaces</p> <p>(e) replacement parking for specific impacted kerbside uses (e.g. accessible parking and loading zones) within the local vicinity with consideration of the Disability Discrimination Act 1992 (DDA) Public Transport Standards and the DDA Access Code (2010); and</p> <p>(f) monitoring on the efficacy of these measures, including potential unintended traffic impacts and contingencies in the event that the measures implemented are not adequate.</p> <p>The Parking Management Strategy must be submitted to the Secretary for information and the results of monitoring reported in the Operational Traffic, Transport and Access Performance Review required by Condition E18</p> |

## 2.2 Revised Environmental Mitigation and Management Measures

Relevant REMMMs to this consultation of the Parking Management Strategy – Volume 2.2: Civil Infrastructure (PLR1INF-BECA-ALL-TF-RPT-000001) are listed **Table 2-2**.

**Table 2-2: Revised Environmental mitigation measures**

| Ref # | Commitment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SE-4  | Place Managers would work with businesses to understand their needs and work with the construction teams on the best way to meet these requirements including signage, parking, access and other measures to avoid disruption for customers and deliveries.                                                                                                                                                                                                                                                                                                                                     |
| TT-5  | The Parramatta Light Rail team from Transport for NSW would work with the City of Parramatta Council and the Sydney Coordination Office in the context of its long term strategy for car parking in the local government area. The team would identify appropriate parking management measures (e.g. parking controls or replacement of special parking such as mobility parking or loading zones) for incorporation into the Parramatta Light Rail design, where it is impacting on-street car parking.                                                                                        |
| TT-8  | During detailed design, Transport for NSW would undertake a broader operational review of the existing local road network in Westmead and North Parramatta precincts in consultation with Roads and Maritime Services, City of Parramatta Council, Parramatta Park Trust and NSW Health to identify measures to minimise impacts due to re-direction of traffic onto the local road network. This could include Local Area Traffic Management (LATM) measures, localised capacity improvements (such as the reconfiguration of parking along Caroline Street) and measures to prioritise public |

| Ref # | Commitment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|       | emergency access to the Westmead Health Precinct. Reasonable and feasible mitigation measures would be implemented as part of the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| TT-18 | <p>During detailed design, Transport for NSW would consult with impacted owners of properties along the southern side of Macquarie Street and other relevant stakeholders (such as the City of Parramatta Council) to maintain access to all properties during operation. This could include (but is not limited to):</p> <ul style="list-style-type: none"> <li>» Provision of alternative access location (new or use of an existing alternative available access location), where possible</li> <li>» <b>Provision of temporary offsite parking elsewhere in the Parramatta CBD, if the impacted property is expected to undergo redevelopment</b></li> <li>» Maintaining current access if it does not have unreasonable impacts on the operation of the project and the property owner (subject to review of traffic volumes and control arrangements).</li> </ul> |
| TT-33 | <p>To maintain property access during construction, mitigation and management measures would be detailed in the Construction Traffic Management Plan and implemented during construction. This would include:</p> <ul style="list-style-type: none"> <li>» Use traffic controllers and localised traffic management measures to maintain access through worksites, where practical,</li> <li>» Temporary access closures would occur in stages to minimise the duration of closures</li> <li>» <b>Provision of temporary alternative car parking for properties with on-site parking.</b></li> </ul>                                                                                                                                                                                                                                                                    |

## 2.3 Consultation Requirements under the Infrastructure Approval

In accordance with the CoA and REMMMS, the Parking Management Strategy – Volume 2.2: Civil Infrastructure (PLR1INF-BECA-ALL-TF-RPT-000001) will be developed in consultation with the Sydney Coordination Office (SCO), Roads and Maritime Services (RMS) and City of Parramatta Council (CoPC).

A summary of consultation undertaken is provided in **Table 2-3**. Full consultation details are provided in **Appendix B** - Consultation Evidence.

**Table 2-3 Summary of Consultation and Approval**

| Agency      | Requirement                                                                                                                                                                                                                                                                                                                                                                         | Status                                         | Response                                                                                                                                                                                                                                                                                          | Date                                                       |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| RMS and SCO | Taxi Council to be consulted.<br><br>Review future plans of WSU shuttle service                                                                                                                                                                                                                                                                                                     | Addressed                                      | Taxi Council consulted as part of stakeholder review period<br><br>Shuttle service to be reviewed outside of strategy                                                                                                                                                                             | 17/12/2019                                                 |
| TfNSW       | Commuter disabled parking to be relocated during construction.<br><br>Confirm data for Carlingford produce store access lane<br><br>Existing number of disabled parking spaces in Westmead to be retained<br><br>Review timing of construction start and timing impacts.<br><br>Check parking numbers against DWJV design.<br><br>Confirm consultation requirements and methodology | Addressed<br><br><br><br><br><br><br>Addressed | Close out during consultation workshop and email correspondence.<br><br>Incorporated into report submission<br><br><br><br><br><br>Latest dates from construction team incorporated.<br><br>Parking numbers taken from latest available DWJV plans<br><br>Consultation methodology to be provided | 08/10/2019<br><br>02/12/2019<br><br><br><br><br>19/12/2019 |

| Agency                                  | Requirement                                                                                                                                                            | Status                                                  | Response                                                                                                                                                               | Date                         |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| CoPC                                    | Provide kiss and ride opportunities at replacement bus stops.                                                                                                          | Addressed                                               | Incorporated into report submission<br>Maps updated                                                                                                                    | 19/09/2019<br><br>02/12/2019 |
|                                         | Review existing parking within Westmead precinct.<br><br>Noted incorrect parking capacity for Fennell St carpark.<br><br>Evidence of Taxi Consultation to be provided. | Addressed                                               | Data and analysis updated based on correct capacity.<br><br>Taxi Council consulted as part of stakeholder review period and evidence provided in consultation log      | 19/12/2019                   |
|                                         | Confirmation of consultation and notification extents<br><br>Review of CBD loading zone numbers                                                                        | Addressed                                               | Further details and information of consultation provided<br><br>Existing numbers of loading zones maintained, further opportunities to be explored during construction | 10/01/2020                   |
| Health Administration Corporation (HAC) | Impacts to Children's Hospital emergency entrance are managed and disability parking in the area to be maintained.                                                     | Addressed                                               | Incorporated into report submission                                                                                                                                    | 02/12/2019                   |
|                                         | Confirm when minutes were issued to HAC and confirm parking number losses.                                                                                             | To be completed in fortnightly meetings with HAC and PC | Minutes provided and parking losses confirmed.                                                                                                                         | 19/12/2019                   |
|                                         | Review topic of Cumberland Campus Staff Parking                                                                                                                        |                                                         |                                                                                                                                                                        |                              |
| NSW Taxi Council                        | Confirmed acceptance of taxi zone impacts                                                                                                                              | Closed                                                  | N/A                                                                                                                                                                    | 17/12/2019                   |



| Agency         | Requirement                                                                                                                           | Status | Response                                                                                             | Date       |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------------------------------------------------------------------|------------|
| Australia Post | Require warning of when mail zones are impacted and indicated relocation of post boxes are required and are carried out by themselves | Closed | Incorporated into report submission<br><br>Information passed onto communications team for follow up | 18/12/2019 |

# Appendix A - Workshop Minutes

## Workshop #1 - 1<sup>st</sup> August 2019

### Meeting Minutes

Parking Management Strategy Stakeholder Consultation Meeting  
01/08/2019

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |              |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------|
| <b>Location</b>  | Level 10, 130 George Street, Parramatta                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Time</b> | 9:30 – 10:45 |
| <b>Attendees</b> | Saniya Sharmeen (SS – City of Parramatta [CoP] – Acting Traffic and Transport Manager);<br>Ian Taylor (IT – City of Parramatta [CoP]) – Programme Interface Manager;<br>Peter Keyes (PK – Sydney Coordination Office [SCO] – Interface Manager);<br>Daryl Ninham (DN – RMS – Network & Safety);<br>Joekarl Diaz (JD – TfNSW – PLR Interface Manager);<br>Maziar Neyakivi (MN – TfNSW – PLR Senior Project Manager);<br>Jody Gould (JG – TfNSW – Interface Manager Westmead & North Parramatta);<br>Joshua Powell (JP – TfNSW – Interface Manager Parramatta CBD);<br>Nicholas Butler (NB – TfNSW – Interface Manager Carmelia & Carlingford);<br>Richard Thomas (RT – CPBD JV – Interim Traffic Manager);<br>Ben Strang (BS – BECA – Parking Management Strategy Consultant).<br>Nick Guo (NG – BECA – Parking Management Strategy Consultant) |             |              |

#### Apologies

| Item                                                   | Comment/Query                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Response                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1<br>Introduction and Background overview – JD (TfNSW) | <p>All: Introduction among the attendees.</p> <p>JD (TfNSW) provided background of previous Parking Management Strategy stakeholder engagement process and noted the need to continue stakeholder consultation in accordance with Condition A5.</p> <p>JD (TfNSW) noted that the Parking Management Strategy (April 2019) needs to be updated including the Infrastructure main works and understand holistic impact on parking as a result of PLR.</p> <p>JD (TfNSW) noted feedback from stakeholders regarding the previous review period of five working days was insufficient. JD (TfNSW) suggested that a provision of ten working days would be adopted as part of Parking Management Strategy development. RT (CPBD JV) also noted that all stakeholders would be brought along the journey.</p> <p>RT(CPBD JV) asked whether the meeting attendees cover all the required parties to feedback to the Parking Management Strategy.</p> <p>RT (CPBD JV) introduced the approach in undertaking the Parking Management Strategy which is similar to what has been adopted for the Parking Management Strategy (April 2019 version).</p> <p>SS (CoP) commented the need to consider drop-off/ pick-up requirement for the end state of the light rail operation.</p> | <p>JD (TfNSW): noted the confirmation in accordance with E11 condition including RMS, SCO and CoP. All attendees also concurred the confirmation</p> <p>All stakeholders also confirmed the parking hierarchy which was presented in the EIS as well as the April 2019 Parking Management Strategy</p> <p>RT (CPBD JV) noted this comment and responded that this would be considered in this strategy development.</p> |

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|                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2<br>Overview and Discussion of Westmead area – JD (TfNSW)         | <p>JD (TfNSW) recapped the key findings presented in the April 2019 Parking Management Strategy.</p> <p>SS (CoP) commented on the need of more accessible parking (mobility parking) to provide in addition to the replacement of mobility bays from Hawkesbury Road to Helen Street and Jessie Street.</p> <p>IT (CoP) commented that way-finding signage to the replaced mobility parking to be considered.</p>                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>JG (TfNSW) outlined that the observation survey indicated that majority of the mobility parking users on Hawkesbury Road were visiting hospitals. Liaison with respective hospital has taken place to explore opportunity for increased onsite mobility parking provision within the hospital development. JD and JG (TfNSW) both noted that the proposed mobility parking on Helen Street and Jessie Street compensate the total loss of mobility parking on Hawkesbury Road.</p>                      |
| 3<br>Overview and Discussion of North Parramatta area – JD (TfNSW) | <p>JD (TfNSW) recapped the key findings presented in the April 2019 Parking Management Strategy</p> <p>SS (CoP) commented on the importance of accessible parking and to consider additional mobility parking within the area.</p> <p>SS (CoP) noted the importance of the timed (4P) parking in the North Parramatta area in providing availability for local residents.</p> <p>SS (CoP) commented that the CoP is planning to extend the Resident Parking Scheme (RPS) in areas east of Church Street</p> <p>SS (CoP) noted that the CoP has been receiving complaints relating to parking in North Parramatta during the Enabling Works construction.</p> <p>SS (CoP) noted the newspaper notice describing a 24 hour parking removal along O'Connell Street and unclear of where this has come from. SS noted to share this information</p> | <p>JD (TfNSW) suggested 'no parking' scheme to assist with pick-up/ drop-off for mobility impaired residents as an option.</p> <p>JD &amp; JG (TfNSW) outlined the principles (like for like) considered and noted that there was no existing mobility parking spaces within the North Parramatta area. Thus, the PLR project has not proposed to create new mobility parking bays but will consider the comments made by CoP.</p> <p>JD (TfNSW) has asked CoP to forward this information if possible</p> |

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to the meeting attendees for TfNSW for information and follow-up.

JD and JG (TfNSW) suggested CoP not to prompt parking relocation to Factory Street given the upcoming Infrastructure Main works.

JD and JG (TfNSW) noted that PLR project has not recently received any complaints relating to parking during the construction of Enabling Works.

PK (SCO) suggested to replace proposed No Stopping on O'Connell Street to Clearways (during peak periods) in order to allow towing capability of vehicles that are causing safety issues during peak periods.

4. Overview and Discussion of Parramatta CBD area – JD (TfNSW)

JD (TfNSW) recapped the key findings presented in the April 2019 Parking Management Strategy

RT (CPBD JV) requested CoP to share details of parking utilisation for off-street council car parks. This is likely one of the mitigation options as part of the Parking Management Strategy.

JD (TfNSW) outlined the proposal to consider 30mins parking within Parramatta CBD. MN (TfNSW) also noted that this may also help council to increase the turnover of the car parks.

SS (CoP) commented that the 40kph speed limit would be introduced to the Parramatta CBD. SS also queried whether to consider 40kph for the wider area – subject to separate meeting discussion outside PLR.

CoP/ RMS/ SCO made no objection to the proposed introduction of 30min parking within Parramatta CBD

5. Overview and Discussion of Carmellia and Carlingford area – JD (TfNSW)

JD (TfNSW) recapped the key findings presented in the April 2019 Parking Management Strategy and noted that this area was not much assessed given it is outside Enabling Works extent.

RT (CPBD JV) noted that this area would require priority as construction will firstly take place from October. The impact of parking would be relatively minor given it is more for the bus stops introduced to replace the T6 line.

NB (TfNSW) commented that TfNSW was in process of looking to increase commuter parking within railway land. This is still in early phase and will feedback any relevant information to PLR as required.

6. Closing – JD (TfNSW)

JD (TfNSW) outlined an indicative programme to progress the Parking Management Strategy by late 2019. In October 2019, it is expected that strategy for Carlingford Area will need to be completed.

JD (TfNSW) noted to circulate meeting minutes and presentation information package post this meeting.



# Workshop #2 - 12<sup>th</sup> September 2019



JOINT VENTURE



## Minutes

### Parramatta Light Rail

Parking Management Strategy – Workshop #2 (Carlingford Precinct)

|                     |                                        |                       |                      |
|---------------------|----------------------------------------|-----------------------|----------------------|
| Date                | 12 <sup>th</sup> September 2019        |                       |                      |
| Time                | 2:00 - 4:00pm                          |                       |                      |
| Venue               | Level 10, 130 George Street Parramatta |                       |                      |
| Chair               | Richard Thomas                         |                       |                      |
| <b>Attendees</b>    |                                        |                       |                      |
| Richard Thomas (RT) | Joekarl Diaz (JD)                      | Mazier Neyakivi (MN)  | Carla Bradley (CB)   |
| Joshua Powell (JP)  | Nicholas Butler (NB)                   | Ian Taylor (IT)       | Saniya Sharmeen (SS) |
| Peter Keyes (PK)    | Daryl Ninham (DN)                      | Vanessa Ferreira (VF) | Ben Strang (BS)      |

|                  |  |  |  |
|------------------|--|--|--|
| <b>Apologies</b> |  |  |  |
| Jody Gould (JG)  |  |  |  |

**Actions arising and update on previous actions**

| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | <p><b>Introductions</b></p> <p>All: Introduction among the attendees</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2        | <p><b>Update on Overall Study &amp; Assessment Principles</b></p> <p>RT: Provided background of the study and update on the way forward. Introduced purpose of the workshop is to go over existing parking conditions, works impacting the parking, parking changes required, and issues identified.</p> <p>RT: Indicated deadline start of construction for Carlingford Line replacement bus stops is mid-end October. This triggers the planning condition due to changes in parking. Construction required to allow replacement bus services to be running by target date early 2020.</p> <p>RT: Parking Management Strategy therefore fast tracked to focus on the Carlingford Precinct and associated replacement bus stop works. Therefore, remaining precincts not covered in this submission and to be look at in subsequent workshops.</p> |

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| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|          | <p>RT: Principals of the strategy are as per the Stage 1 enabling works strategy, taken from EIS. Aim is to have one report that covers the whole of the PLR works (enabling through to operation) and ensure to make sure all the documents work together and that parking changes are consistent across the Stages of the project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3        | <p><b>Carlingford Station</b></p> <p>RT: Provided introduction of q-gis mapping. Explaining the application of colours and symbology to represent the parking conditions.</p> <p>CB: Noted that colours and symbology attempted to match enabling works and Parramatta CBD parking finder, however was difficult to match exactly. Therefore, symbology and colours suit our purpose and will be adopted again for the remaining precincts.</p> <p>RT: Ran through existing parking conditions. Providing information on works in the area included T6 replacement bus stop, closure of commuter carpark for construction compound and as a permanent end state change, and changes to Carlingford Produce Access Lane changes.</p> <p>RT: Explained current design for Carlingford Produce Access Lane, indicating it is to be converted from a two-way right of way to a one-way access lane providing access to the station. Diagrams showing urban design and traffic flow was presented.</p> <p>NB: Questioned what was happening with businesses at Jenkins Roads. Noting that he thinks business are aware changes are coming.</p> <p>RT: Explained that design is currently a work in process and for the strategy purposes we have been completing analysis based on a worst-case scenario. Anticipated that the design development will incorporate better parking opportunities.</p> <p>RT: Moved to construction parking conditions, explaining that the maps are designed to show information at a glance, with the offset lines showing the proposed parking changes, with existing parking closest to the road.</p> <p>RT: Explained changes to parking conditions during construction included:</p> <ul style="list-style-type: none"> <li>- Commuter car park closes and does not return in end state</li> <li>- Expansion of bus zone in Lloyds Avenue for T6 replacement bus stop and layover</li> <li>- 2 disabled spaces in commuter carpark moved to Lloyds Ave kerbside unrestricted as close as possible to replacement bus stops</li> <li>- Construction access at corner of Thallon and James St</li> </ul> <p>SS: Questioned whether there were any opportunities for set down and pick up area during construction for the bus stops. Noting that using some of the no stopping in front of the bus stop may be appropriate or change some 2-hour parking within parking lot.</p> <p>RT: Noted demand for 2-hour parking may have been diminished by shop closures. But indicated this could be incorporated into the strategy in front of the bus stop, noting it is proposed as kiss and ride in the end state parking conditions.</p> <p>RT: Explained changes to parking conditions at the end state are the same as construction with the following differences:</p> <ul style="list-style-type: none"> <li>- Disabled spaces moved from Lloyds Avenue into Carlingford Produce Store Access Lane</li> <li>- Additional loss of parking in Carlingford Produce Store access lane for construction of one-way station access lane between Thallon St and Jenkins St</li> </ul> <p>NB: Asked whether number of parking spaces has been tabulated, showing existing, during construction and end state changes/loss of parking.</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|          | <p>RT: We have not yet directly shown total numbers of existing parking and the loss; however we do have the survey data analysis charts showing existing usage.</p> <p>CB: Demonstrated usage numbers in carpark and surrounding roads showing charts.</p> <p>RT: Discussed current utilisation and indicated that commuter car park utilisation can be absorbed into Lloyds Avenue, Boundary Road and into Shirley St. Loss of parking in Thallon and James St can be accommodated, noting that existing data shows high use which is expected to be related to construction activities in the area. Parking from produce access lane should be accommodated within businesses, but there is sufficient capacity within Thallon and James St.</p> <p>NB: Should we consider top of boundary road as a potential area for commuters to use for parking. Stated that commuters could use in end state but more of a comment. Asked council whether we should do something to discourage commuter parking here?</p> <p>RT: Boundary Rd top end would not have changes from closure of commuter car park, anticipated to be the same as per current situation. Also questioned council whether there was a need to discourage commuter carparking in Shirley St and Boundary Rd?</p> <p>SS: Indicated any change in area to discourage commuter car parking would be for council to determine and modify if necessary.</p> <p>RT: With the survey indicating no usage of disabled car parks, do we still want to relocate disabled parking spaces and displace unrestricted parking?</p> <p>SS: Yes, want to still provide something during construction in Lloyds Avenue.</p> <p>IT: Asked about the substation location for traction power, noting it wasn't likely to impact parking but would need to be considered by design team.</p>                                                                                                                                                                                                                                   |
| 4a       | <p><b>Teloepa Station</b></p> <p>RT: Ran through existing parking conditions. Providing information on works in the area included T6 replacement bus stop, closure of commuter carpark for construction compound, footpath widening along Adderton Rd in station vicinity and end state kiss and ride parking spaces.</p> <p>CB: Brought up urban design of Teloepa Station showing footpath widening works.</p> <p>RT: Ran through Adderton road design, noting it is subject to change following ongoing consultation with council. Explained that parking management strategy has considered worst-case scenario with kerb build outs on both sides and all parking removed.</p> <p>SS: Noted there is a crash history at Adderton Road and Robert Street intersection and there is current consideration of signalisation.</p> <p>IT: Commented design currently shows 1 and 1 lane configuration; however this was be changed to 2 and 1 lane configuration with 2 lane in the southbound direction. CoPC has sent RFI requesting this to design team.</p> <p>SS: Highlighted ideal outcome would be to provide signalised intersection, otherwise shift existing mid-block crossing south towards intersection.</p> <p>DN: Existing mid-block crossing is as close to intersection as possible, and only just meets standards.</p> <p>RT: Indicated signalisation and change to mid-block crossing is outside scope of this plan. Reiterated that worst-case scenario is to be considered. Therefore, if worst-case scenario can be accommodated any improvements on this scenario would still be in line with the parking management strategy.</p> <p>RT: Ran through construction parking changes. Commuter car park is to be closed and used as a construction compound, with parking likely to re distribute down side streets to the east of the station. Some would relocate to Adderton Rd closer to where the T6 replacement bus stops are located. Data indicates this can be accommodation. T6 replacement bus stops on Adderton Rd during construction</p> |

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| Item No.  | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|           | <p>result in removal of 12 unrestricted parking spaces, and likely change in where parking occurs around the station.</p> <p>RT: Ran through end state parking changes.</p> <p>RT: For purposes of parking management strategy the T6 replacement bus stops have been considered as part of the end state condition, although considered temporary and marked for removal. This is considering a worst-case scenario, noting there is a risk that a decision is made to retain the bus stops in the end state for rail replacement services or other situations.</p> <p>MN: Confirmed bus stops are temporary and subject to removal. However, agreed with RT that subject to future decision they may be retained. Buses will not be running at the bus stops, however would require maintenance works as necessary.</p> <p>RT: Parking along Adderton Rd between Telopea St and the T6 replacement bus stops is removed. Existing 1-hour parking is to be relocated into Robert St. The existing mail zone relocated around corner into Robert St. Existing Loading Zone relocated into Robert St where it provides better access to business it serves.</p> <p>RT: Asked whether it is acceptable for the mail zone to be located within the loading zone? Or is it required to be a dedicated mail zone?</p> <p>SS: Indicated that largely mail zone/Australia post can share with the loading zone. Given the low volume area in this location it should be okay to share.</p> <p>RT: Kiss and ride is also to be provided on both side of station. In Sturt St to the east, results in the removal of unrestricted parking. On the west, in Adderton Road opposite Telopea St the kiss and ride results in the existing 1-hour parking to be pushed further north into the existing loading zone.</p> <p>RT: Reiterated worst-case scenario assessment and that the data indicates there is sufficient spare capacity in Adderton Road and Robert St to accommodate displaced commuter carparking during construction along with the loss of parking from T6 replacement bus stops. In end state if bus stops are removed and unrestricted parking is returned this is a better situation than assessed in the strategy and will still be viable.</p> |
| <b>4b</b> | <p><b>Winter Street</b></p> <p>RT: Highlight construction of the ATL under Adderton Road is still in planning. Currently construction team are considering a temporary road that will require loss of parking in Winter Street. This is a 6 to 9 month loss of parking during construction only, all parking to be returned in end state. Based on the data there is sufficient capacity to accommodate the anticipated loss of parking further along Winter St.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>4c</b> | <p><b>Leamington Road</b></p> <p>RT: Construction at Leamington Road turning heads is related to the pedestrian tunnels. To provide space for construction compounds some of the turning heads will need to be used, expected to be around 5m on both sides. Loss of parking is minimal and can be accommodated both north and south of the rail line that pedestrian underpass to be maintained during construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>5</b>  | <p><b>Dundas Station</b></p> <p>RT: Ran through existing parking conditions. Providing information on works in the area included T6 replacement bus stop, closure of commuter carpark for construction compound, and end state kiss and ride parking spaces.</p> <p>RT: Indicated construction changes to parking include new temporary bus stops on Calder Road resulting in loss of unrestricted parking. Commuter carpark is to be closed during construction. Current utilisation is high; however parking survey data indicate sufficient capacity to accommodate commuter parking. Disabled parking space from commuter car park is to be relocated to Calder Road near the bus stop on the southern side.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|          | <p>SS: Commented that road width needs to be checked to confirm width is available for disabled spot on Calder Road.</p> <p>RT: In the end state the commuter car park is reinstated. Strategy considers bus stops are maintained in the end state as a worst-case scenario. EIS indicated kiss and ride to be provided in Station Street just outside commuter car park. Strategy proposes to remove 1 unrestricted space in the commuter car park and provide it as a designated kiss and ride space. Anticipated that drivers will likely use the commuter car park as a pick up and drop off location due to proximity and ease of exiting. Proposed EIS location in Station St requires driver to complete a U-turn in Station Street to exit.</p> <p>NB: Indicated that the SOM plant located near the commuter car park may have some parking impacts, may need to consider here.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6        | <p><b>Rydalmere Station</b></p> <p>RT: Ran through existing conditions. Data and observations indicated a lot of parking is used by local businesses and has high utilisation. Disabled parking in commuter car park based on data does not appear to be used for commuter car parking with only short-term stays.</p> <p>RT: Parking changes during construction include closure of commuter carpark and T6 replacement bus stops in existing no stopping and no parking areas. Currently proposed to relocate disabled parking into 90-degree parking on Victoria Road Sliplane. This requires the loss of 3 spaces to provide sufficient width for disability parking. Question was raised whether it needs to be relocated or not due to limited use? Noting that additional disabled parking could be placed up at Dundas where there is sufficient capacity.</p> <p>VF: Stated it would not be acceptable to not provide disabled parking at a train station. Given the nature of the temporary bus stops is for 3 years the disability parking needs to be provided, from a TfNSW perspective not relocating them cannot be allowed.</p> <p>RT: Noted, and will move them to unrestricted area as shown.</p> <p>RT: Highlighted the section of No Stopping restriction in Dudley Street, suggesting it may be to prevent overflow parking from the businesses south of Victoria Road. Parking Strategy proposes to reduce this length to provide some additional parking capacity in the area during construction to accommodate commuter car parking.</p> <p>SS: No stopping provided to discourage WSU students parking here when semester is in session. Restriction was introduced to help provide resident parking. When this didn't work one side was converted to 2-hour parking permit holders excepted, however no stopping restricted was not removed when this was implemented.</p> <p>SS: Accepted this proposal to reduce the length of no stopping. Does not want to provide any further reduction, and therefore no stopping to be reduce to provide for half of the commuter car park spaces.</p> <p>RT: In the end state the commuter car park is to be reinstated, with the disability parking removed from Victoria Road sliplane back into the commuter car park. Kiss and Ride is to be installed on Brodie St outside the station, providing sufficient distance from the crossing.</p> <p>MN: Questioned how long the commuter car park would be occupied and whether it can be reopened once construction is complete and before operation commences.</p> <p>RT: Indicated closure would be at a minimum for the period of construction and unlikely to reopen prior to operation commencing. There may be a possibility for car park to be reinstated earlier, but this would not be favourable as it may lead to the car park being used by local businesses rather than as a genuine commuter car park.</p> |
|          | <p><b>Camellia</b></p> <p>NB: Questioned whether Camellia Station is to be included in the report, given the stresses from commuter car parking and local businesses in the area. Noted it is often forgotten about and wanted to know how it is to be accounted for.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|          | <p>RT: Indicated full analysis is yet to be completed as it is not affected by the construction of the T6 replacement bus stops.</p> <p>NB: Area is impacted by the decommissioning of the train line shut down, and the bus stops in Hassall Street will serve as the replacement for both Camellia and Rosehill Stations. Due to the additional walking distances may change how people commute and therefore induce some parking around Rosehill and Camellia.</p> <p>SS: Agreed, noting that there are a lot of businesses in the area.</p> <p>RT: Noted, the amenity change between train and bus may cause more driving, but this is more to do with the closure of the T6 Carlingford line. However, based on observations Camellia is not a commuter destination. There are no constructions activities at the Hassall Street bus stops that impact parking. Further consideration at Camellia to be considered in subsequent submission, as parking impacts are expected early next year.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7        | <p><b>Valentine Avenue</b></p> <p>RT: Bus stop DDR submission is current with council traffic committee awaiting further comments. Ran through existing conditions. Noted that construction and end state condition is the same. T6 replacement bus stop and layover area are to go in the existing kiss and ride and no parking (taxis, buses, coaches excepted) area.</p> <p>RT: To accommodate bus stop and layover, the remaining section of no parking (taxis, buses, coaches excepted) to be kept as is and 2 spaces of the paid parking on other side of road to be converted to no parking (taxis, buses, coaches excepted).</p> <p>RT: Taxi rank further up in Fitzwilliam Avenue, this no parking area is used as an overflow. With visibility to the back of the taxi rank key to the operation. One option to consider is leave the remainder of the no parking for buses and coaches only, and the 2 spots in the paid parking to be for taxis only.</p> <p>SS: Will need to go and check with traffic committee and consider parking changes in the area. Waiting on comments from taxi council. Highlighted the 5 minute parking behind the no parking (taxis, buses, coaches excepted) and indicated this is a dead zone. Council considering to redesignate this as no parking to allow for kiss and ride function.</p> <p>MN: With two areas in Valentine Avenue allowing taxi storage may introduce competition between taxis and cause queue jumping. Also to continue the queuing operation taxis will need to make a tight manoeuvre across Valentine Avenue to stay within the queue.</p> <p>DN: With the bus stop and layover now sitting 10m from the signals the sight lines may be a problem. Requested that a check be carried out and sight analysis provided.</p> <p>RT: Not considered part of parking scope, to be fed through to bus stops team. However, ran through a rough check on google street view.</p> <p>MB: Loss of spots for taxi storage is 3 spots, which with less parking may result in taxis sitting and waiting for a shorter time. Required to find elsewhere to sit and wait or circulate to find a fare.</p> <p>RT: Questioned whether coaches can stop in a bus zone.</p> <p>DN: No, coaches are not able to sit in a bus zone.</p> <p>RT: Parking strategy will show remaining section of no parking (taxis, buses, coaches excepted) as no parking (buses, coaches excepted) and the 2 spots on opposite side in paid parking will be no parking (taxis excepted). Any further changes will wait on traffic committee to finalise scheme.</p> |
| 8        | <p><b>AOB</b></p> <p>RT: Asked for any other questions before closing the workshop?</p> <p>MN: Asked for clarity around submissions. That there will be 2 submissions with this first one covering the T6 replacement bus stops.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|          | <p>RT: Confirmed there will be 2 submissions. This one which focuses on the Carlingford precinct and Valentine Avenue, where the T6 replacement bus stop construction is required to begin in late October. Camellia station although part of the closure of the T6 Carlingford line is not affected by bus stop construction and will only be considered in the next submission along with the remaining precincts.</p> <p>RT: Ran through the review process and that we are working to reduced time frames to facilitate construction start in late October. Looking for confirmation on reduced review process with a 2-week initial review, followed by update and resubmission for another 5-day review period. Will send out email with target dates and will ask for feedback on schedule and commenting times. Nothing new from what has been presented today will be in the report. Just more in-depth explanation of how came to this position.</p> <p>MN: Requested the next workshop is schedule soon.</p> <p>RT: Report to be issued mid to late next week for first review period.</p> |
|          | <b>Closed at 3:59</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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# Workshop #3 - 14<sup>th</sup> November 2019

Sensitivity: General



## Minutes

### Parramatta Light Rail

#### Parking Management Strategy – Workshop #3

|                         |                                       |                   |                      |
|-------------------------|---------------------------------------|-------------------|----------------------|
| Date                    | 14 <sup>th</sup> November 2019        |                   |                      |
| Time                    | 2:30 – 5:00 pm                        |                   |                      |
| Venue                   | Level 2, 81 George Street, Parramatta |                   |                      |
| Chair                   | Richard Thomas                        |                   |                      |
| <b>Attendees</b>        |                                       |                   |                      |
| Richard Thomas (RT)     | Carla Bradley (CB)                    | Joekarl Diaz (JD) | Saniya Sharmeen (SS) |
| Frankie Passarelli (FP) | Katherine Hawkins (KH)                | Jody Gould (JG)   | Quinton Jubb (QJ)    |
| Youmna Khalid (YK)      |                                       |                   |                      |

|                      |                    |                        |                      |
|----------------------|--------------------|------------------------|----------------------|
| <b>Apologies</b>     |                    |                        |                      |
| Mazier Neyakivi (MN) | Joshua Powell (JP) | Nicholas Butler (NB)   | Richard Searle (RS)  |
| Behzad Saleh (BS)    | Daryl Ninham (DN)  | Ivan Tcherkashnev (IT) | David Saggerson (DS) |

#### **Actions arising and update on previous actions**

| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | <b>Introductions</b><br>Attendees introduced themselves among the group.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2        | <b>Update on Overall Study &amp; Assessment Principles</b><br>RT: Provided the progress of Section 3 which has been endorsed and signed off by the DPIE Secretary allowing for Carlingford Line Bus Stop works to be initiated. Section 1 workshop is scheduled for the following Monday along with a separate workshop for Tuesday with Health NSW. Following workshops draft report will incorporate workshop discussions and be issued for 1 <sup>st</sup> review.<br>RT: Discussed deadlines for Section 1 and Section 2 and mentioned that Section 1 and Section 2 is scheduled to be finalised, endorsed and sent to DPIE by 1 <sup>st</sup> of February. Noted where end of year break happens and the review requirements, asked for any issues with planned review periods. No comments from workshop attendees to indicate this was unsuitable. |

PARRAMATTA CONNECT  
Level M3, 31-39 Macquarie Street, Parramatta, NSW 2150, Australia





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|          | <p>RT: Indicated the hierarchy from the EIS, enabling works and Section 3 has been adopted again for Section 1 and 2. However, for some areas there is a need to review this, to be discussed later in the workshop.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3        | <p><b>Westmead Precinct</b></p> <p><u>Railway Parade and Ashley Lane</u></p> <p>RT: Described the loss of all parking spaces on Northern Kerb is due to urban design requirement to widen footpath through this area due to higher demand of pedestrians. Design provides 2 spaces for kiss and ride in an indented bay near Ashley Lane. Taxi zone is not relocated in design, however currently suggested on the southern side north of the crossing. Some of the lost 15-minute parking spaces are relocated into Ashley Lane from Railway Parade and results in the loss of some 1-hour parking.</p> <p>JD: Questioned about the intended Kiss &amp; Ride location and showed his concern for queuing due to the proposed location, which could become a potential deficiency in design. Even with an indented bay, there is a risk that vehicles will queue and require traffic to cross the BB line to continue south.</p> <p>CB: Presented alternative spot for Kiss &amp; Ride could either be in Ashley Lane or on the Northern kerb of Railway Parade south of Ashley Lane.</p> <p>JG: Identified that Kiss &amp; Ride in Ashley Lane could hinder emergency vehicle operations at Ashley Lane noting that there's a Skin Hospital further down the lane where Emergency vehicles are usually spotted quite often. Questioned whether no stopping was more appropriate than no parking in this area due to the queueing and security guard operation for parking access further down in Ashley Lane.</p> <p>SS: Explained that the street previously had No Stopping zone, however, people were being ticketed for waiting to access the parking lot and it was changed to No Parking.</p> <p>SS: Informed that corner site at Railway and Ashley will be redeveloped and the DA will be reassessed.</p> <p>CB: Asked whether more 15-minute parking should be provided in Ashley lane in favour of the 1-hour parking, or if the current 3 and 3 split is acceptable.</p> <p>JG: Acknowledged shorter stays with higher turnover would be better suited in Ashley lane due to its existing traffic situations.</p> <p>SS: Showed concerns about the taxi-zone on Southern side of Railway Parade and suggested to relocate it on Ashley Lane where 15-minute parking spaces are proposed and suggested to further shift the 15-minute parking.</p> <p>JG: Emphasized on the presence of Skin Hospital and Emergency Vehicle routes which could be hindered due to taxi drop-off zone being moved to Ashley Lane notifying that it is already a heavily trafficked and is usually spotted congested. Considered presence of taxi drop-off zone on Ashley Lane a disaster.</p> <p>CB: Questioned whether relocating the taxi zone to the southern kerb which required the partial removal of pedestrian safety fence would be a viable option.</p> <p>Generally, everyone was against this option and CB therefore proposed alternative on northern kerb of Railway Parade, after Ashley Lane.</p> <p>RT: Indicated that the taxi zone ideally needs to be within visual distance to the train station exit for ease of public, in general. Questioned whether taxi zone should be maintained on the northern kerb?</p> <p>JD: Agreed northern kerb would be the ideal spot, with the potential to provide a kerb indent similar to those on Church St using Bollards. Making the area still look like an urban space, but with the availability for vehicle access.</p> <p><u>Queens Road</u></p> <p>RT: On the northern kerb the existing 2-hour parking space has been reduced by 1 space due to the extended No Stopping and requirement to shift the No Parking (Wedding and Funeral Vehicles excepted)</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|          | <p>space. On the southern kerb existing parking is retained, with space created for 2 additional parking spots as a result of kerb works and intersection change to exit only.</p> <p>RT: Acknowledged the presence of Church on northern side and explained that consultation will be sought with the Church to confirm their entrance/exit requirements and the appropriateness of the relocated no parking (wedding and funeral vehicles excepted).</p> <p>SS: Noted that the existing streets in Westmead have the 2-hour parking on one side only and unrestricted on the other.</p> <p>CB: Questioned all stakeholders whether it would be more appropriate to extend the 15-minute parking on the southern kerb rather than providing the lost 2-hour parking from the northern side?</p> <p>SS: Indicated 15-minute parking would be suitable because of the retailers on Hawkesbury Road.</p> <p>JG: Argued to extend rather install 30-minute parking as a number of the retailers on Hawkesbury Road are food outlets.</p> <p>ALL: Agreed</p> <p>SS: Suggested to move loading zone from Ashley Lane to Queens Road.</p> <p>JG: Highlighted that retail businesses on Hawkesbury Road have their own loading docks, however, due to convenience / lack of knowledge, suppliers are quickly parking up on the kerb / footpath on Hawkesbury Road rather than use the loading docks. Emphasized the need to educate suppliers.</p> <p>SS: Agreed to not move the loading zone, however will monitor further outside of PLR project.</p> <p>JD: Questioned SS about the location of parking spaces and cycle lane being parallel to each other and showed community concern about the reduced visibility from driveways due to parked cars and suggested CoPC to review parking in this area related to potential safety issues.</p> <p>JG: Reinforced JD's concern and removal of parking in order to get rid of blind spots.</p> <p>SS: Acknowledged the concern and agreed to take the request to Council about reduced visibility from driveways. Further explained that shared cycle lane cannot be considered as consultations has already been made with the cyclist who, in general, are amateurs accessing the park and do not feel comfortable merging with the motor-traffic.</p> <p>SS: Inquired about the extents of one-way on Queens Road, particularly how wedding and funeral vehicles would be able to access the no parking area outside the Church</p> <p>RT: Recognized the query and agreed to take it back to design team and confirm the extents.</p> <p>RT: Elaborated that worst-case scenario has been captured throughout the proposed strategy considering project boundary and extent of works will be that parking that is encroached upon.</p> <p>RT: On Queens road during construction some of the 15-minute parking will be lost towards the end of construction to construct the kerb changes. Otherwise parking losses matches the end state.</p> <p><u>Hawkesbury Road (south of Jessie St)</u></p> <p>RT: All parking and bus stops (excepted at Children's Hospital) on Hawkesbury Road are removed, majority of this has already been lost through the enabling works.</p> <p><u>Caroline Street</u></p> <p>RT: On the northern kerb the existing 2-hour parking has been reduced by 6 spaces due to the extended No Stopping and requirement to shift the Authorised Vehicles only space. On the southern kerb the existing 2-hour parking has been reduced by 4 spaces due to the extended No Stopping and installation of kiss and ride.</p> <p>RT: During construction, the worst-case scenario has been looked at, all parking within project boundary is lost to facilitate kerb works.</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|          | <p><u>Emergency Access</u></p> <p>RT: Current design indicates parking losses, this is to be discussed with Health NSW to understand their needs of parking / drop off/ pick up in this area.</p> <p>QJ: Agreed, to be discussed further with Health NSW. However, indicated not much parking may be required here due to the hospital's new plaza becoming the main entry and exit points for both the adult and children's hospitals.</p> <p><u>Jessie Street</u></p> <p>RT: Explained the strategy for Jessie Street on the southern kerb differs to the parking hierarchy where disabled parking is to be relocated as close as possible to the existing location. It is currently proposed to further relocate the disability parking (that was relocated from Hawkesbury Road as part of the enabling works) along Jessie Street to allow for the bus stop and taxi rank that services the hospital to be kept as close as possible to the hospital. Noting that there are closer opportunities available for disability parking. On the northern kerb 2-hour parking is lost due to no stopping extents for the intersection, and to facilitate bus movements in and out of the stop.</p> <p>RT: During construction the same losses occur, however the bus stop is not to be installed pending confirmation of the RFI regarding conflicts between Appendix H and J.</p> <p>JD: Confirmed RFI has been received by TfNSW/RMS. Described the transition and operation of buses during construction phase. Jessie St bus stop is not required during construction if the Children's Hospital bus stop can still be accessed by buses turning from Jessie St. The Jessie St bus stop is still required for end-state. Drivers will be able to use the layover area to be created in Park Avenue.</p> <p>JG: Asked if there is a requirement to reinstate disabled car parking on Jessie Street</p> <p>RT: Clarified that we are departing from the parking hierarchy, and that it will either be shifted down along Jessie Street or removed and additional 2-hour parking provided.</p> <p>JG: Showed her concern over the loss of disabled car parking on Jessie Road and notified that car park inside the Hospital is paid for disabled as well.</p> <p>RT: Suggested half of the Disabled spaces could be retained but half would need to be compromised.</p> <p>SS: Acknowledged JG's concern over loss of disabled car parking, however, identifying the current location being far from Hospital entrance, recommended that there's no point in retaining disabled car park spaces on Jessie Street. Also noted that disability permits can be used in 2-hour parking areas and have free parking, the removal of the dedicated spaces will mean they are not may not get a space as easily or as close to the hospital if they still want free parking.</p> <p>JG: Noted that she has observed the use of these spaces and they are genuine disabled parkers and they are well used. Insisted on retaining the parking spaces.</p> <p>QJ: Indicated that we would need to get inputs from Health NSW, and that the plaza design will likely include some additional disability parking.</p> <p><u>Hainsworth Street</u></p> <p>RT: All parking in Hainsworth Street in the current design is lost due to roundabout. Questioned the need for the roundabout here. Noted the design currently has a wide 1.5m area on the southern kerb and the removal (or narrowing) or this along with amendments to the roundabout painted islands can gain some parking on the northern kerb.</p> <p>SS: Acknowledged the roundabout is as per the request of Children's Hospital but questioned the location and if it could be shifted to the intersection with Park Avenue.</p> <p>QJ: Indicated there are three possible reasons, 1 to allow vehicles exiting the car parking easier access to the entrance 2 to allow a turn-around opportunity for those who missed the hospital entrance, 3 for waste vehicles</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|          | <p>RT: Feedback will be provided to design team to allow for some parking opportunities here. Depending on the amount and input from Health NSW this will provided for taxis to wait after dropping off people at the hospital and any additional spaces would be replaced as disabled parking.</p> <p>JG: Said that removal of disabled parking should be avoided.</p> <p>RT: Noted and pending further discussion with Health can look to provide more disability parking in Jessie St to negate the loss in Hainsworth St.</p> <p>CB: Indicated that currently the Loading Zone on Hainsworth Street is not clear what it is for. Strategy currently does not propose to relocate this loading zone.</p> <p>JG: It seems to be used by tradies in the area accessing properties, using it to drop off their tools and park elsewhere.</p> <p>SS: This is a historical loading zone and may not be required anymore. Further confirmation outside the meeting is required.</p> <p><u>Hawkesbury Road (north of Jessie Street)</u></p> <p>RT: Unrestricted parking is lost and to be absorbed into surrounding streets. As noted previously Taxi Zone is currently proposed to be relocated into Jessie St, however alternate options could be down in Hainsworth Street where they can use the roundabout to circulate and travel back to the hospital entrance.</p> <p>QJ: A follow-up session with Health NSW is intended and there will be an opportunity to check the availability for taxi-zone within their new plaza.</p> <p>SS: Suggested consultation with Taxi is required, as previous change to Taxi Zone on Darcy Road is that taxis don't layover within hospital area but wait outside and when they get a call drive to make the pickup.</p> <p>QJ: He hasn't noticed taxi's using the current zone and has struggled to get a taxi there himself.</p> <p>RT: The mail zone is currently not to be relocated, with an option to provide the mailbox in the emergency access and have mail vehicles pick up the post using the no parking emergency only parking. Otherwise suggestion is to not provide at all.</p> <p>QJ: Best to discuss this with Health NSW at the follow up meeting.</p> |
| 4        | <p><b>Cumberland Area</b></p> <p>RT: Not covered as part of the strategy, due to it being informal parking throughout the area and the uncertainty around future development. Parking changes and access to be communicated through the project team throughout construction.</p> <p>CB: Indicated that based on an aerial view within the project boundary there are approximately 130 vehicles parking, both along kerbs and in open areas.</p> <p>QJ: There is a current project being looked at the install sandstone blocks to prevent parking on the open areas.</p> <p>JG: Commented that the parking is not legitimate.</p> <p>RT: Cumberland area to be noted in the strategy, but not looked at in detail. Will note that it is a private off-street parking area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 5        | <p><b>North Parramatta Precinct</b></p> <p><u>New Street / Fleet St / Factory St</u></p> <p>RT: Minor parking losses to 4-hour parking extents with intersection no stopping requirements and kiss and ride for Cumberland stop.</p> <p>SS: Questioned whether 4-hour parking was on both sides of New St.</p> <p>JG: Asked if there was any disabled parking provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|          | <p>CB: Indicated that based on enabling work report by ARUP and council website this area has been converted to 4-hour parking permit excepted. Disabled parking at corner of New St and Dunlop Street is retained.</p> <p>SS: Questioned about angled parking provision on New St.</p> <p>RT: This could be something looked at by council, but strategy considers existing parking condition.</p> <p>RT: Due to project alignment all parking on Factory St between Church St and New Street is lost and not replaced. At O'Connell street no parking changes, enabling works already installed clearways. At Galloway Street some loss of the 4-hour parking due to kerb changes to allow for turning movements.</p> <p>RT: During construction changes are similar, however worst-case scenario adopted looking at parking loss up to the project boundary. In Galloway street a turning head will be required as vehicular access between Factory St and Galloway St would be removed at some stage during construction but provided again in the end state.</p> <p>No issues were raised by others.</p> <p><u>Factory Street (east of Church St)</u></p> <p>RT: East of Church St bus stops near Castle street are removed and replaced with unrestricted parking.</p> <p>RT: Off-street parking on Church St seems to be utilised by residents and is not a public parking. To be removed as it is within the road reserve and width is required for light rail and traffic lanes. Disabled parking will be relocated into Factory Street. Kiss &amp; Ride is also to be provided in Factory Street.</p> <p>JG: Agreed on relocation of disabled car park into Factory St.</p> <p>SS: Also agreed, noting required width for disability parking is 3.2m wide</p> <p>RT: Asked council on their intentions to provide further permit holder excepted parking in this area.</p> <p>SS: Community consultation was undertaken, and result was that residents do not want it. 6 responses and 5 were against the introduction of permit parking in the area. Indicated that it is likely that until they are unable to find parking, they will not want to pay for permits to park.</p> <p>RT: Noted, will be suggested as a monitoring outcome for the strategy and whether further parking demand is created in the area as a result of the light rail.</p> <p>RT: During construction parking losses in Factory east of Church St are like end state, however kiss and ride is not provided.</p> <p><u>Church St</u></p> <p>RT: Church St is currently bus lanes and therefore no parking losses, but changes to bus stop functions.</p> <p><u>Pennant Hills Road / Albert St</u></p> <p>RT: No changes other than to fix up an issue noticed with current signage. On PHR near Church St there is a section of No Parking, which is to be changed to No Stopping. Suggest that council review signage on PHR and Albert St relating to the clearway as it currently isn't clear.</p> <p><u>Harold St</u></p> <p>CB: Only change is the conversion of existing timed No Parking to a full time No Parking to operate as a kiss and ride for the Fennell Street light rail stop.</p> <p>CB: Questioned the requirement to retain the 1/4P free with ticket signage in Fennell St, Grose St and Ross St as the design currently shows these as removed.</p> <p>SS: These should be retained and will provide confirmation on which streets and extents.</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|          | <p><u>Fennell Street</u></p> <p>RT: The 10-hour tickets parking spaces in Fennel St carpark will be lost as a construction compound as early as February next year. Unknown about it use in the end state and whether parking is returned. Strategy suggests that demand will be directed to use Council's multistorey car parks.</p> <p>FP: Asked where the closest off-street car park is.</p> <p>CB: Showed map that it is the Riverside car park and is a fair distance away.</p> <p>JG: Commented that this is a weak strategy and suggests more is done to mitigate this loss.</p> <p>SS: Recognized that nothing can be done on Fennell street. Suggested to utilise east of Church Street instead. Suggested that council could extend its 10-hour paid parking in this area.</p> <p>RT: Noted this would require consultation and will unlikely be completed and installed prior to closure of car park targeting February.</p> <p>SS: Said that this could be done outside the project by council and council accept there will be a period before additional parking is provided.</p> <p>JG: Strongly suggested that signage needs to be displayed in the car park on Fennel Street as soon as possible to educate public and redirect them towards the Council website for alternate spots during the construction phase starting between mid to late January next year.</p> <p>SS: Agreed.</p> <p>RT: Disabled parking will be relocated into Fennell St on the southern side where access to shops is the most likely need.</p> <p>SS: Stated to ensure the road is wide enough around the disabled car park (3.2m)</p> <p>CB: East of Church St some minor loss to 4-hour parking due to no stopping extents for intersection.</p> <p><u>Grose Street</u></p> <p>RT: On southern side mail zone and 15-minute parking shift along, resulting in loss of one 1-hour parking space on Grose Street due to no stopping extents. On Northern side, existing signage will be cleaned-up and No Stopping will be installed as one sign current indicates No Stopping Taxis excepted 1 minute and the other side only indicates No Stopping.</p> <p><u>Ross Street</u></p> <p>RT: Zebra crossing is proposed, this has required additional no stopping and losses to parking on Ross Street.</p> <p>SS: Highlighted that the Council has already provided feedback on Zebra crossing and noting that they do not meet the RMS warrants.</p> <p>RT: Agreed. To be further noted with the design team.</p> <p>SS: On eastern side of Church St noted that the kerb returns look to be incorrect based on the no entry and left out only arrangement.</p> <p>RT: Agreed. Does not look correct and will need to be fed back to the design team.</p> <p>RT: Currently a work zone on southern side to the east of Church Street that in the end state will mainly be no stopping, however 1 additional 4-hour parking space can be provided. Depending on timing for the development and the kerb works here the work zone might need to be relocated resulting in a further loss of parking during construction.</p> <p>CB: Informed that loading zone on northern kerb is retained, but shifts away from the intersection</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|          | <p><u>Victoria Street</u></p> <p>RT: Explained that no changes have been proposed and existing clearways remain. During construction temporary bus stops are to be installed. For the purposes of the strategy this doesn't lose parking but is shown for a complete picture.</p> <p><u>Palmer Street and Market St</u></p> <p>RT: South of Victoria Road all parking on Church St is removed, some key parking requirements relocated into Palmer St and Market St. Noted the design needs revisiting at the entrance of Novotel due to cross walk locations. Loading Zone and Taxi zone relocated into Market St.</p> <p>SS: Recognised the strategy and commented Market St is one way full length or how far back it extends. Ideally would need two-way operation from Riverside Driveway, however requires consultation with Riverside to understand their loading requirements and the loading requirements for visitor information centre. Also noted that one-way operation would mean parking spaces are unable to be accessed in Market St.</p> <p>RT: Design indicates two-way the full length, with no entry possible from Church St end, access would be from Marsden St and u-turn manoeuvres required to access parking on southern kerb, otherwise parking access from right hand side if converted to one-way.</p> <p>RT: Suggested comments would need to be taken back to the design team regarding one-way vs two-way operation of Market St. Kerb works are limited so if one-way operation is confirmed suggested there is a potential to introduce angled parking and increase the amount of spaces available.</p> <p>ALL: Agreed, angled parking would be of benefit particularly if converted to one-way only.</p> <p>SS: Currently large trucks enter the loading dock of Riverside from Market St turning left in, with one-way operation the geometry of Island on Market Street near Marsden St will need to be checked for right turning movements.</p> <p>RT: Initial thoughts is island can be modified to suit the right turn entrance.</p> <p>JG: Not clear why Market St is two way, but Palmer St is one way at its end with Church St. Inquired if the design could be adjusted to allow turning from Palmer Street into Church St.</p> <p>RT: Agreed, the philosophy behind the one-way and two-way operations was not clear. Will need to be taken back to the design team. Indicated that detour routes for access become lengthy.</p> <p>JG: Suggested to revisit and maintain Palmer Street two-way operation.</p> <p>ALL: Agreed</p> <p>CB: For the purposes of the strategy the report will show changes based on the latest available design. If one-way operations are changed the strategy will be revisited and updated to reflect this. Reiterated changes based on current design, disabled parking into Palmer, with opportunity to co-locate it with existing disabled parking in Market St.</p> <p>FP: Could be good in Market St given it is slightly closer.</p> <p>CB: Market St requires a crossing of the tracks; Palmer St is on the same block.</p> <p>SS/FP: Agreed Palmer St is where it should go.</p> <p>CB: 15-minute parking near Victoria Road relocated to Palmer St, expecting that parking is currently for bike shop. Also noted it helps to provide some 15-minute parking for access to the visitor centre.</p> <p>JG: Probably not worth relocating as businesses here would need longer than 15-minute parking, better to not replace and keep the 4-hour parking in Palmer St. However, agree it is required for the visitor centre.</p> <p>CB: Loading Zone and Taxi Zone into Market St, but only outside of the No Parking School zone time restriction that current exists.</p> |



| Item No. | Discussion                                                                                                                                                        |
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| 6        | <b>AOB</b><br>RT: Asked for any other questions before closing the workshop?<br>SS: Requires an email to be put-together and send through to Council with actions |
|          | <b>Closed at 16.53</b>                                                                                                                                            |

# Workshop #4 - 18th November 2019

Sensitivity: General



## Minutes

### Parramatta Light Rail

#### Parking Management Strategy – Workshop #4

|                    |                                         |                    |                     |
|--------------------|-----------------------------------------|--------------------|---------------------|
| Date               | 18 <sup>th</sup> November 2019          |                    |                     |
| Time               | 1:00 – 4:30 pm                          |                    |                     |
| Venue              | Level 10, 130 George Street, Parramatta |                    |                     |
| Chair              | Richard Thomas                          |                    |                     |
| <b>Attendees</b>   |                                         |                    |                     |
| Carla Bradley (CB) | Richard Thomas (RT)                     | Joekarl Diaz (JD)  | Nick Butler (NB)    |
| Chris Duffy (CD)   | Frankie Passarelli (FP)                 | Tara Kenedy (TK)   | Richard Searle (RS) |
| Joshua Powell (JP) | Jenny Williams (JW)                     | Youmna Khalid (YK) |                     |

|                  |              |                   |                 |
|------------------|--------------|-------------------|-----------------|
| <b>Apologies</b> |              |                   |                 |
| Peter Keyes      | Samiah Assad | Katherine Hawkins | Mazier Neyakivi |
| Daryl Ninham     | Brian Downey | Jody Gould        | Chad Bevan      |

| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | <b>Introductions</b><br>Attendees introduced themselves among the group.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2        | <b>Update on Overall Study &amp; Assessment Principles</b><br>RT: Briefed about the holistic approach adopted for Parking Management Strategy. The strategy is based on the design at the current state. There are some items that may require changes based on feedback today, therefore mindful that subsequent revision updates of the strategy may be required to reflect the design changes. Required to submit to DPIE before parking changes in CBD for February.<br>CD: Questioned the program and had reservations about deadlines for second consultation which are 16th to 20th of January 2020 which is less than a week and seemed unrealistic given the Christmas period and some people may be on extended leave.<br>RT: Mentioned that the program will be circulated with stakeholders to confirm availability and/or suitable replacements for review periods. This will allow a contingency plan to be put in place.<br>RT: Initiated the workshop with the Review of Parking Management Hierarchy as part of EIS. Described how entire strategy has dynamically been represented in GIS using three different layers, existing, construction and end state. Elaborated what different colour lines represent in GIS Layers. |

PARRAMATTA CONNECT  
Level M3, 31-39 Macquarie Street, Parramatta, NSW 2150, Australia





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 3        | <p><b>Camellia and Rosehill Precinct</b></p> <p><u>Grand Avenue</u></p> <p>RT: Indicated loss of unrestricted parking in Grand Ave at entrance to SAM site. Further losses to parking during construction for protection/relocation of the Caltex line currently showing a worse-case scenario in terms of parking loss.</p> <p><u>Camellia Station</u></p> <p>RT: Reasonable parking spaces adjustment. Removal of existing commuter and council car-park during construction as compound area, parking is not reinstated in the end state. Noted that the people will have to redistribute in Grand Avenue, parking distance would depend on first come first serve basis.</p> <p>NB: Highlighted that the northern boundary of the office building on Grand Avenue encroaches onto the Sandown Line, currently 40-41 parking spaces being used by tenants of the building. The loss of these spaces to the light rail corridor should be noted, however it is private parking.</p> <p>RT: Agreed to update the strategy based on the comment made by NB.</p> <p>NB: Raised conversation with owner of 1C who suggested to review no-stopping zone towards western end of Grand Avenue to cater for lost spaces.</p> <p>RT: No proposal to change restrictions on Grand avenue.</p> <p><u>Grand Avenue North</u></p> <p>RT: Indicated loss of all parking on Grand Avenue North for construction and end state.</p> <p>CD: Inquired number of car parks being compromised in that area?</p> <p>CB: Responded that the parking spaces on the area are made up of informal 90-degree parking spaces on verge. In total 95 spaces available but data indicates limited utilisation and affects approx. 10 spaces</p> <p>CD: Concerned about the response from current businesses in the area.</p> <p>JW: Pronounced that tenants have their parking within the compound, however, all are aware of what's happening in the area. If the property accesses are intact, there's no resistance from the businesses.</p> <p><u>Rosehill Area (George St, Alfred St, Tramway Ave, Arthur St)</u></p> <p>RT: Identified project alignment and associated parking losses as a result of design, light rail alignment and intersection changes. Removal of 4-hour parking within the area is to be redistributed with a loss of unrestricted parking.</p> <p>RS: Commented about 4-hour parking that the intent when it was put in the area was based on deterring use by commuters in CBD. Wary that local businesses and residents may not want this additional 4-hour parking over the unrestricted parking. Since the demand from residents drops on weekends, hence suggested it is not necessarily required to replace all lost 4P. There could be a potential for further consultation with the community there.</p> <p>CB: Indicated that current strategy replaces all existing spaces but will look at the data to confirm the amount required to be relocated based on utilisation and further community consultation.</p> <p>RS: Suggested that the areas closest to the West require relocation as close as possible, but the further away from the CBD may not need everything relocated.</p> <p>JW: We will consult community what there parking requirements are.</p> <p>FP: Questioned what happens with the 10-hour parking.</p> <p>RS: Noted that all of it is removed and not replaced in the area.</p> <p>RS: Pointed towards the triangle on George Street (near Purchase St), on south of that, that the loss of parking here isn't necessary, the road is being narrowed but not clear why this is required.</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|          | <p>RT: Referred to current design and was unsure of intent. Mentioned that if there is a strong need for parking this can be provided to design team and this feedback should be provided now.</p> <p>NB: Highlighted that there are businesses on south, that have some parking on site, also on north side of the George street parking spots being utilised by residents.</p> <p>RS: Suggested direction in end state is reversed from current direction and would want parking on the south side where it would be on the passenger side.</p> <p>RT: Highlighted the footpath which doesn't go anywhere, Pedestrian fence suggested, Pedestrian movement could be restricted through some sort of planting, sought feedback from the workshop to decide on the parking provisions in the area.</p> <p>RS: Suggested to provide 2-hour parking on south of George St if parking can be provided rather than replacing the current 4-hour parking.</p> <p>CD: Inquired what would happen during construction regarding parking changes. Pointed towards the kerb readjustments required.</p> <p>RT: Indicated current design would require all parking to be removed, however if parking is to be provided this area of George St may be able to have parking retained during construction with possible loss near intersection with Purchase St for kerb construction.</p> <p>CD: How it would be implemented into the design, is it possible for design to include parking. What are design requirements, highlighted that traffic is going the other way which needs to be considered.</p> <p>RT: Noted, strategy will consider current design. Feedback from workshop to be fed through to design team for changes, which may require a resubmission of the parking strategy.</p> <p>JD: Asked if the number of apartments in the area could be an issue with the loss of parking? Is it similar to the issues we have for O'Connell St?</p> <p>RS: Here we've got more residents than businesses. On River Road west, 3 new towers are not eligible to apply for parking permits.</p> <p>RS: Further inquired regarding Alfred St, with traffic signals and pedestrian crossings installed do we have enough space for kiss and ride? Noting no stopping should be 20m.</p> <p>RT: Acknowledged the distance does not appear to be 20m and may need to look at alternative opportunities for the kiss and ride.</p> <p>CB: Added that there's a bus zone from 8:00-9:00am school days, this has not been picked up in Appendix J and based on the current design is being removed.</p> <p>FP: Indicated school routes do not change and will continue to use this stop.</p> <p>CB: Questioned whether bus-stop is required in the end-state and during construction?</p> <p>FP: Clarified that the bus stop will need to still be provided. During construction it would likely need to shift around, but in the end-state be reinstated or located appropriately.</p> <p>RT: Explained the need for bus route to go that way and questioned where the route currently goes to understand possible locations for relocating.</p> <p>FP: Route goes up Alfred St, left at Noller Parade and back onto Hassall St via Purchase St.</p> <p>RT: Indicated two possible locations in existing 2-hour parking on Purchase St or 4-hour parking further south on Alfred St for the bus stop to be located. Questioned whether attendees had any comments on these locations.</p> <p>No strong response.</p> <p>CB: Summarised changes in area during end state, noted that similar changes exist during construction, however more parking lost due to construction activities within the project boundary.</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|          | <p><u>Harris Street</u></p> <p>RT: Questioned if existing taxi zone should be relocated to George St or removed and expect taxis can complete drop off and pick up in the parking lot.</p> <p>RS: Suggested the night time taxi ranks would work well on George St, given this was a council initiative to provide taxi zones at major pubs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4        | <p><b>Parramatta CBD Precinct</b></p> <p>RT: Presented CBD multi-story car park utilisation graph indicating there is less than 60% utilisation across all five car parks. Highlighted the fact that there may be challenges in directing people to carparks based on a perception that multi-story car parking is more expensive.</p> <p>RS: Indicated the labels didn't look right based on utilisation.</p> <p>CB: Acknowledged that labels of the graph could be wrong and can be double checked, colour coding could be updated.</p> <p><u>Church Street</u></p> <p>RT: Talked all stakeholders through Church St access, loading and waste collection information to data. Green indicates access, loading and waste collection is okay. Orange and Red have limitations that still need to be agreed. Further consultation is being carried out.</p> <p>RT: Indicated the aim is to look to provide waste collection and loading from either Phillip St or George St where rear lane access is not available for properties. This will be in the form of 15-minute parking, loading zones and no parking areas within the vicinity of Church Street.</p> <p>TK: Acknowledged that most of the businesses in the area have rear lane access however, the ones between George and Macquarie streets leave their bins on Church St or wheel down to George street for collection. Some of them at the western side of Church street, (where there is UNE, HERITGE LOUNGE, ANZAC Bank etc), for whole building there's no rear access, delivery comes through Church St.</p> <p>TK: Further commented about UNE who has 2 staff park spaces, if being removed, would require relocation or security access for staff up-to station at night as indicated by director during construction and end states.</p> <p>RT: All parking will be removed for the entire length of Church Street from Lennox Bridge to Macquarie St from 1st February 2020. Looking at opportunities for what can be done to provide similar level of service as close as possible.</p> <p>RT: Pointed out opportunities in design to provide some additional areas in Phillip St and George St for loading and waste collection. Questioned whether stakeholders thought this would be worthwhile or if current design is enough. Noting that the aim would be to provide this through formal loading zones and no parking areas for waste collection.</p> <p>JP: Consolidated pickup locations in Phillip or George wouldn't be visually appealing. Is this a time to revisit operation of Freemasons Lane and using this as the waste collection area?</p> <p>TK: Clarified that waste collectors drive down Freemasons Lane and collect garbage. Problem is it is completely full of bins in existing condition. Council can't infringe it as bins are on private property not in road reserve. Using this for waste collection of properties that don't currently have rear lane access would be a further distance for bins to be moved and would require people to put their bins in front of other people's businesses and cars.</p> <p>RT: Stated that the Parramatta Connect Team has got an opportunity in Phillip Street where there are 3 lanes existing and the design has changed this to 2 lanes of standard width. Keeping existing kerbs there is opportunity to provide waste collection and loading area on northern kerb on the eastbound approach.</p> <p>RT: Indicated if there are no strong opinions parking strategy will continue as per the current design, with some opportunity to follow up with design team.</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|          | <p>TK: Mentioned that several businesses who have rear lane access will use Church St for delivery of goods currently, the easier we can make it to receive goods the better. Believed that providing Loading Zones in the front of businesses is more efficient and acceptable by public.</p> <p>RT: Acknowledged and agreed to push back to designers.</p> <p>CB: Described change in parking with removal of parking in Church St. Loading zones and 15-minute parking relocated into Phillip St and George St resulting in loss of 1-hour parking.</p> <p>RT: Inquired stakeholders if they have any strong views about proposed No Parking?</p> <p>RS: Inquired about provision of No Parking/No Stopping up-to 10m on approach and departure?</p> <p>RT: Explained that the intent is to meet statutory requirements where required, however noted that with kerb buildouts the statutory requirements are not required. Kerb alignment tapers can be changed to provide some extra parking, need to understand whether 90-degree angle would be appropriate in Phillip and George St similar to parking on Church St now.</p> <p>RS: Suggested to take middle ground with a sharper taper, not 90-degrees.</p> <p>CB: Highlighted parking losses during construction in George St at its intersection with Church St due to barrier setups to transition traffic. This will require changes during construction that can be reinstated when barriers are not required. Affected parking is taxi rank and bus stop, suggested bus stop is shifted east and questioned if taxis should be relocated to west of Marsden St or not provided during construction?</p> <p>RS: Confirmed taxi zone should be provided during construction staging, but rather provide it as no parking taxis excepted.</p> <p><u>Macquarie Street</u></p> <p>RT: During construction anticipated that all parking on Macquarie Street between Marsden and Church St is lost and potentially parking lost between Marsden and O'Connell. Aim was to relocate key users into Hunter St including disability, loading zones and taxi zone.</p> <p>RS: Loading Zone at Hunter street to the east of Marsden is a dead end with no formal turning area. Whole place has an opportunity to be better, the loading zones being removed are currently very well used. Would prefer to see this located elsewhere.</p> <p>RT: Suggested to provide the loading spaces in Horwood Place instead of Hunter St.</p> <p>RS: Regarding taxi zone believes this may be for large office building, happy to provide in Hunter St, but asked to adopt similar scheme of no parking taxis excepted.</p> <p>RT: Indicated end state lane arrangements and impact on parking between Church St and O'Connell St. Parking restrictions are generally the same with a loss of a truck zone and a section of no stopping taxis excepted 1 minute.</p> <p>JP: Queried whether kerb blisters are used or just line marking?</p> <p>CB: Indicated current design uses kerb blisters, however design team is looking at retaining the existing kerbs which will provide a better parking scenario than the strategy currently identifies.</p> <p>JP: Inquired what a truck zone is?</p> <p>RS: Explained that it is hard for trucks to find a park even within loading zones, so this area is specifically for trucks. Not for a specific user, but at the epicentre of demand.</p> <p>CB: Queried if truck zone therefore needs to be retained?</p> <p>RS: Confirmed it should be retained, but that location in George Street might be the better location.</p> <p>RT: Indicated all parking is getting removed from Macquarie Street east of Church St.</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|          | <p>CB: Informed that proposed relocations came from EIS, with some key parking restrictions relocated into Horwood Place and Charles St. All made sense except for a taxi zone that is not apparent in Macquarie St based on survey data, queried if it should be relocated.</p> <p>RS: Indicated relocated into Charles makes sense as there isn't other close by opportunities.</p> <p>JP: On southern kerb of Macquarie St near Smith St there is a bus stop for the university, asked if it is being relocated?</p> <p>CB: Confirmed. During construction bus-zone in Smith St near Darby St is extended and removes some 5-minute parking. Inquired whether in end state 5-minute parking comes back or compromised. For worst case scenario, suggested to show the bus-stop in end-state as well.</p> <p>FP: Unsure the use of bus stop in end-state, assume it is retained.</p> <p>CB: Highlighted relocations into Charles St for both end state and construction</p> <p>RS: Commented on the length of no parking in Charles St north of Macquarie St in the existing condition, unsure what this is providing for. To be explored by council and not part of this strategy.</p> <p><u>Hassall Street</u></p> <p>RT: Indicated parking losses at Harris and Hassall St intersection are related to update the statutory No Stopping lengths. With loss of parking in Macquarie St a school set-down area is to be located in Hassall Street.</p> <p>RS: Queried where school entry is, and if this location is suitable.</p> <p>RT: No other possible location, may need some changes to the access here for the school.</p> <p>RT: Described Harris St utility works and associated closures/detours. Not going to signalise Hassall and Harris St intersection for this detour route. Will provide some 4-hour parking on Harris St to create NB traffic merge into one lane prior to intersection.</p> <p>RS: Given the one-way operation during construction vehicles would be parked on the wrong side of road and kids would be getting out on the wrong side of the car. However, if someone is talking to schools this should be okay.</p> <p>CB: Highlighted the two locations for kiss and ride for the Harris St stop in George St and in Hassall St, noting that the EIS indicated to use an existing No Parking on Harris St that was deemed unsuitable.</p> <p>JD: Suggested to remove the No Parking and change Harris St to No Stopping for full length.</p> |
| 5        | <p><b>AOB</b></p> <p>RT: By end of next week looking for circulating report around for first review and to receive comments back to stakeholders. Report will include changes based on comments from workshops.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|          | <p><b>Closed at 16.19</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



# Workshop #5 - 19th November 2019

Sensitivity: General



## Minutes

### Parramatta Light Rail

#### Parking Management Strategy – Workshop #5

|                     |                                                           |                     |                        |
|---------------------|-----------------------------------------------------------|---------------------|------------------------|
| Date                | 19 <sup>th</sup> November 2019                            |                     |                        |
| Time                | 8:00 – 9:15 am                                            |                     |                        |
| Venue               | Executive Suites - Level 4, Children's Hospital, Westmead |                     |                        |
| Chair               | Richard Thomas                                            |                     |                        |
| <b>Attendees</b>    |                                                           |                     |                        |
| Richard Thomas (RT) | Carla Bradley (CB)                                        | Youmna Khalid (YK)  | Tim Hoffmann (TH)      |
| Marny Thomas (MT)   | Delores Nicholson (DN)                                    | Larnie Phipps (LP)  | Ivan Tcherkashnev (IT) |
| Quinton Jubb (QJ)   | Matt Sydenham (MS)                                        | Juan Gutierrez (JG) |                        |

|                   |  |  |  |
|-------------------|--|--|--|
| <b>Apologies</b>  |  |  |  |
| James Wright (JW) |  |  |  |

| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 1        | <p><b>Initial Briefing</b></p> <p>TH: Requested for a briefing on the parking strategy and purpose of today's workshop</p> <p>CB: Provided initial briefing on the entire activity that is being undertaken as Parramatta Light Rail Stage 1 Project. Parramatta Connect is carrying out the infrastructure delivery and building kerbs and track, with the SOM contractor building the lines and platform fit out. Beca is sub-consulting to Parramatta Connect completing the Parking Management Strategy for the Infrastructure Delivery of Parramatta Light Rail. Explained that the planning approvals required a consolidated Parking Management Strategy is to be completed for the whole of Parramatta Light Rail. A first submission was done by others looking at the enabling works. Parramatta Connect is developing upon this and considering parking impacts associated with the Infrastructure Delivery. A further development may be required for the SOM works.</p> <p>CB: The Parking Management Strategy needs to consider any parking impacts by the works both during construction and in the end state where parking is lost for 3 months or more. The strategy needs to identify the impacts and mitigations, where appropriate.</p> <p>IT: Suggested to do a round of introductions before getting stuck into details.</p> |

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| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 2        | <p><b>Introductions</b></p> <p>Attendees introduced themselves among the group.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3        | <p><b>Westmead Precinct</b></p> <p><u>Children's Hospital</u></p> <p>TH: Asked to be briefed about the changes to the Hospital's front door and its impact.</p> <p>QJ: Initiated with the design description, stating briefly the design objectives in, near and around Children's Hospital which include:</p> <ul style="list-style-type: none"> <li>• Putting Light Rail stop outside the existing car-park</li> <li>• Creating signalised intersection at the corner of Hawkesbury Road and Hainsworth Street</li> <li>• Key change is at entrance where the slip lane is being turned into a footpath and the entrance to remain as one way in and one way out with parking losses due to kerb arrangements</li> </ul> <p>QJ: Directed a question to the Hospital representatives about changes with the interface at the entrance of the Hospital inquiring about the future of that location in long term once the plaza opens, and about the requirements for parking.</p> <p>TN: Explained his understanding about the design, which is</p> <ul style="list-style-type: none"> <li>• Light rail stop would be near the existing gum-trees at the Medical Centre</li> <li>• Bus stop changes along Hawkesbury Road and cut slightly into food court</li> <li>• Turn back at the entrance is changed and moved</li> <li>• In terms of structure of the front door, and entrance to the turning into fore-court the left-turn in can turn at any time, right turn in is signalised, and turning out/exiting (left or right) is signalised</li> </ul> <p>TN: Emphasized that he and his team is hyper vigilant about the changes at the hospital given their experience on the Sydney Light Rail on High Street. Asked the design and construction team to be mindful of the volume of patients and visitors at the hospital. Stated that currently Hospital has 3000-5000 visits, 60000 come through ED per annum, which makes it a massively busy front door and asked not to underestimate disruption at the front door during construction staging.</p> <p>QJ: Suggested RT to demonstrate the changes driven by new stop location and deemed it important to provide the understanding across to the Hospital Committee.</p> <p>RT: Pointed towards the existing kerb line and explained that around the turn bay kerb is moved back, to make provision for signalisation which has a crossing which quarantines all existing spaces in the median as well as reduces the number of parking bays along kerb.</p> <p>QJ: Inquired if the adjustment is to make space for rail track going down.</p> <p>RT: Responded in affirmation and told that 3-4 car park spaces are being lost because of the queuing area for new signalised intersection. The parking in the median can't be retained as the swept path for a car making a turn around that corner and straightening up would require some room, there's a possibility to retain the last parking space out the front in the median, however it may be constrained.</p> <p>TH: Understands that area at front changes, median strip comprising of a full car length is compromised, turning circle moves. Inquired if the turning circle is getting any tighter?</p> <p>RT: Informed him that any outside kerbs are not being touched and all radii remains the same, indicated extents of works. Confirmed the turning circle doesn't get any tighter.</p> <p>TH: Asked if the hospital loses any pulling up spots and stressed the need for enough room for a car to stop and drop a child and another car to pass parallel within the forecourt area. He further added that in existing situation there is enough room for a car to stop and another car to pass.</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|          | <p>TH: Highlighted that the land adjacent to the existing bus stop and emergency access forecourt is precious (green area), and asked the Parramatta Connect team to minimize encroaching into it. He emphasized and repeated the elementary reservations by hospital which are:</p> <ul style="list-style-type: none"> <li>• Provision of space for a car to pull-up and a car to pass simultaneously required around turning area of emergency access</li> <li>• Safety for pedestrian crossings is essential</li> </ul> <p>RT: Inquired if Plaza is supposed to completed by mid of next year?</p> <p>TH: Yes. Volume on Hawkesbury Rd north of the new plaza would change and people won't have to come all the way down to get to ED.</p> <p>JG: Main entrance will still be used but not for emergency?</p> <p>TH: Described that it won't be emergency, but still used for outpatients. So, the three entrances will operate such that:</p> <ul style="list-style-type: none"> <li>• Entrance to ambulance bay will be used for patients transfer</li> <li>• Entrance at front door is the main entrance for outpatients and would remain</li> <li>• Another entrance for ED to both adults and childrens would be provided further down the street at the new plaza front door</li> </ul> <p>RT: Inquired if there will be any taxi facility associated with the plaza?</p> <p>MS: Responded that there's no taxi facility considered, however there might be an opportunity to consider sign posting some part of it, but don't have any provisions for that now. Suggested that people can call taxi on demand, generally don't encourage taxis to wait in hospital pick up and drop off area as this space is constrained and should be reserved for patients.</p> <p>RT: Further inquired if 2 spaces on Hawkesbury Rd, (in the Southbound direction, towards the south of Hainsworth) are utilised?</p> <p>All: Responded in affirmation.</p> <p>TH: Commented that often taxis are observed waiting there.</p> <p>MS: Explained that the preference for such provision is to be on the road and not within the limited driveway area.</p> <p>RT: Noted, facility will be maintained, and current strategy indicates to relocate it as close to existing entrance as possible to reduce walking distances. However, it will be restrained with no parking provision on Hawkesbury Road during construction or in the end state.</p> <p>RT: 2 options that have been identified are:</p> <ul style="list-style-type: none"> <li>• Locate it in Jessie St after the bus stop and before disabled parking, facing in direction towards Hawkesbury Road to exit Westmead area, however, beyond visual distance to entrance</li> <li>• Relocate it onto Hainsworth St south of Bridge Road, eastbound direction, where taxis can wait and use the roundabout to make a U-turn once the taxi is booked and enter the pick-up area</li> </ul> <p>TH: Inquired MS if he currently has taxi rank in front of adult's facility</p> <p>MS: No, they just park there. Preference is that they don't wait there.</p> <p>IT: Commented that it stops other people coming and dropping off patients.</p> <p>MS: It's a public transport and like other public transport we need to look for how consumers can interact with it. Based on current survey information, there are people using other providers, there is currently no space provision for them to wait, ubers and the like, there are very limited spots. These other providers</p> |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>circulate or find someone to park until called. Area is catering for emergency department and visitors getting dropped off there is limited space already and don't want to encourage taxis to sit and wait there.</p> <p>RT: Understand the circulation and is currently working around giving them area within close distance and not within the facility.</p> <p>TN: Satisfied with the taxi parking spot in Hainsworth, however, would like to see how it impacts disabled parking spaces.</p> <p>RT: Pointed out the mail zone and public post box will be removed from Hawkesbury Road. Strategy currently doesn't relocate it. Questioned whether this would be suitable to provide the mailbox in the hospital forecourt for patients to use, with the expectation post vehicles would pull up quickly in the forecourt to collect the post.</p> <p>MS: Informed that hospital already have one on site with full services. However, provision of a mailbox for residential community may still be required.</p> <p>CB: Explained the strategy around Hawkesbury Road, Hainsworth Street and Jessie Street.</p> <ul style="list-style-type: none"> <li>• No parking emergency only - 3 spaces lost, disabled – 3 spaces lost and authorised vehicles – 2 spaces lost. Opportunity to try push back on the design.</li> <li>• All parking on Hawkesbury Road lost except bus-stop outside Children's hospital, 10 unrestricted parking is lost to be absorbed into surround streets, taxi zone to move into Hainsworth Street, and mail zone at not relocated</li> <li>• Hainsworth street as per the current design all parking is removed, however discussions indicate 3-4 spaces can still be provided with some line marking adjustments. All 5 Disabled parks are lost, all unrestricted and 2-hour parking is lost. Loading Zone is also removed. The available 3-4 spaces will become taxi zone from Hawkesbury Road and any remaining space designated as disabled parking</li> </ul> <p>TH: Stressed over the provision for parking being lost particularly the loss of disabled parking.</p> <p>CB: Switched to parking Hierarchy and explained it in terms of high to low priority of parking that requires relocation. Project parking hierarchy indicates disabled parking must be relocated, then servicing requirements to provide a similar level of service (eg taxi, loading, mail etc). Then carshare spaces, short-term parking and long-term parking.</p> <p>RT: Strategy has slightly deterred from hierarchy around provide servicing need for hospital given that there is disabled parking on site. Asked about the current use of spaces outside hospital grounds.</p> <p>TH: Indicated studies done by Parramatta Connect would have a better idea.</p> <p>QJ: Put forth the findings of traffic study conducted by his team and elaborated that majority of people using disabled parking spaces go to the hospital. Assumed to be patients and not staff.</p> <p>RT: Presented the perspective of a legitimate disabled person in saying that disabled car park space should be near the hospital entrance. Deemed it more appropriate to have it within the hospital and informed that his team is trying to develop and optimise the strategy around such grounds.</p> <p>TH: Considered increasing the number of disabled spots in visitor's car parks, however highlighted that some vehicles can't fit in car-park for which they still require some spaces outside the visitor car parks.</p> <p>DN: Inquired if the taxi rank in Hainsworth is appropriate, would rather this be kept as disabled parking</p> <p>CB: Informed that in the current design there is no parking, but some opportunity to push back on design</p> <p>DN: Suggested taxi zone needs to be moved further away from Hainsworth Street, in favour of disabled parking. Expectation is that taxis would just be sitting and waiting here, not getting any walk-up fares, so this waiting area could be located anywhere.</p> <p>QJ: Appreciated the suggestion</p> |





| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>RT: Agreed to incorporate into strategy. This parking in Hainsworth St to be disabled parking and taxi zone to be located elsewhere.</p> <p>TH: Suggested that there could be an opportunity on Bridge Road behind visitor carpark to provide some disability parking that is outside. However, access is still via the visitor carpark, so may not be suitable for vehicles that have mounts or rigs on top of the vehicle.</p> <p>CB: Asked whether all 15 disabled spaces within the area needed to be maintained?</p> <p>TH: Confirmed all should be kept with no overall loss in the area.</p> <p>CB: Disabled spaces within emergency access and Hainsworth St to be maintained where possible. Excess spaces to be provided in Jessie St.</p> <p>RT: Discussed the bus movement around Hawkesbury Road, Hainsworth Street, Park Avenue and Jessie Street. That requires the need for a new bus stop in the end state at the western end of Jessie St and requires disabled parking be behind it. Noting that Jessie Street isn't signalised, and right turn can't be made.</p> <p>TH: Suggested for the 2 taxi zone spaces it would be good if it is opposite to bus stop.</p> <p>RT: Taxis would then be facing the wrong direction to be able to access their pickup, but also in the end state can only turn left out of Jessie St so would need to circulate to get back to the hospital pick up areas. Suggested to find alternate suitable location for taxis to wait outside of Jessie St.</p> <p>RT: Questioned the understanding of the current loading provision on Hainsworth St, indicating strategy doesn't currently relocate it as the closest location would be in Jessie St unless it goes in Hainsworth St over the disabled parking south of Bridge St.</p> <p>LP: It may be for medical centre and/or café but isn't sure.</p> <p>TH: Also not sure what it is servicing. Commented that there's no point providing loading zone on Jessie Street if that's so far away from the businesses it's serving in the area.</p> <p>CB: Noted, loading zone will not be retained pending confirmation from council.</p> <p>RT: Inquired CB if there's any significant changes between construction and end state?</p> <p>CB: Responded that there're no significant changes with the exception to the bus stop in Jessie St which is not needed in construction stage.</p> |
| 8        | <p><b>AOB</b></p> <p>IT: Asked all Health attendees if they would like to provide further comments on drawings before the report or if they are happy it has been captured in today's meeting?</p> <p>TH: Addressed RT and asked him if he'd want some feedback before the strategy is developed, TN could pass drawings through the team, receive their comments and forward it to RT.</p> <p>RT: Responded that waiting for feedback would cause delay as the deadline is tight, hence a draft report will be completed and passed through all stakeholders for consultation incorporating the feedback received during workshops.</p> <p>JG: Added that local access plan will be consulted with hospital regarding maintaining access throughout construction.</p> <p>TH: Inquired when the work would initiate on hospital area and how long would it take?</p> <p>JG: Responded with mid next year as the utility relocations need to initiate upfront and shouldn't take more than a year and a half to complete. Asked the hospital committee to be mindful that light rail works will be undertaken by other constructors as well following this time.</p> <p>TH: Asked Parramatta Connect team to minimise construction time at front door.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



| Item No. | Discussion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>RT: Significant ongoing consultation, to maintain a balance between access, on-going demand and noise control.</p> <p>TH: Informed the Connect Team that the corner of Hawkesbury and Hainsworth there are no in-patients close by, hence no one's sleeping there. Noise might be an issue for nearby residents rather patients. At the corner, Hospital could endure quite a lot of noise at night. Hospital would generally be happy with night works if it meant an overall reduction in the disruption time to the hospital.</p> <p>QJ: Key take away form today is where driveway is being shown we need to take feedback and incorporate into design.</p> <p>TH: Inquired about adjustments to Park Avenue.</p> <p>RT: Park becomes one way between Hainsworth St and Jessie St in southbound direction, with Park Avenue now being very narrow and two directions. Bus layover constructed with an area of buildout to ensure vehicles can pass when a bus is laying over.</p> <p>RT: Noted there is a possible minor intersection adjustment at Queens Road and Parramatta Park entry to facilitate truck movements but doesn't affect the hospital.</p> <p>TH: Asked if relocation of light rail stop at children's hospital has been through planning yet?</p> <p>QJ: Responded that it is being treated with the consistency assessment which would be directed to permit approval and doesn't have to go through consultation again.</p> <p>DN: Informs everyone about frontage where fire brigades and emergency vehicles would come, and the front lawn area which is the evacuation.</p> <p>JG: Requested master evacuation and emergency plan to be consider as part of the construction staging.</p> <p>RT: Informed all that parking strategy is running on different timeline to construction and would be issued before next design revision is completed. With the feedback from workshops, design may need to be revised and trigger another revision of the parking strategy.</p> <p>RT: Closed out workshops indicating report to be circulated for review and feedback late next week for a 2-week review period.</p> |
|          | <b>Closed at 9.16am</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

# Appendix B - Consultation Evidence

## Roads and Maritime Services and Sydney Coordination Office

Table A - 1: Log of consultation with RMS and SCO as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                            |
|----------|------------|-------------------|-----------------------------------------------|
| In       | 01/08/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 12/09/2019 | Consultation      | Meeting minutes captures discussions          |
| Out      | 19/09/2019 | Teambinder        | Issue of Draft PMS for review <sup>1</sup>    |
| Out      | 03/10/2019 | Email             | Follow up request for comments                |
| Out      | 08/10/2019 | Teambinder        | Issue of Second Draft PMS for review          |
| Out      | 15/10/2019 | Email             | Follow up request for comments                |
| In       | 16/10/2019 | Email             | Confirmation of no comments                   |
| In       | 14/11/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 18/11/2019 | Consultation      | Meeting minutes captures discussions          |
| Out      | 03/12/2019 | Teambinder        | Issue of Section 1 and 2 Draft PMS for review |

<sup>1</sup> Initial submission of document was not received by SCO due to an incorrect email addressed in Teambinder. The follow up email was sent outside of Teambinder and was received. As a result, the first draft PMS was not reviewed by SCO.

|     |            |            |                                                           |
|-----|------------|------------|-----------------------------------------------------------|
| In  | 05/12/2019 | Email      | Confirmation of no comments from Network Integration      |
| Out | 12/12/2019 | Teambinder | Reminder for close of review period                       |
| In  | 12/12/2019 | Email      | Confirmation of no comments from Network Integration      |
| In  | 16/16/2019 | Email      | Comments from SCO                                         |
| Out | 19/12/2019 | Email      | Responses to SCO comments                                 |
| Out | 06/01/2020 | Teambinder | Issue of Final Draft PMS for review and comment close out |
| Out | 10/01/2020 | Teambinder | Reminder for close of review period                       |

Table A - 2: Log of issues raised by RMS and SCO as per A5 (d) and (e)

| Reference | Comment                                                                                                  | How addressed                                                                                                                                                                          | Parking Management Strategy reference location |
|-----------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.01      | NSW Taxi Council to be consulted in relation removal / relocation of taxi zones on or near the corridor. | Consultation with NSW Taxi Council has been carried out during this consultation period. Changes have been accepted by NSW Taxi Council and comments captured in the consultation log. | This consultation log                          |
| 1.02      | Consider removing reference to RMS in Section 2 and replace with relevant division /section in TfNSW     | Noted. However, not changed for this submission, further consideration required and incorporated into glossary as per change for DPIE.                                                 | Section 2                                      |
| 1.03      | Existing Parking in Jessie Street should add to 69, not 29                                               | Noted, total parking number updated.                                                                                                                                                   | Table 3.8                                      |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                         | Parking Management Strategy reference location |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.04      | <p>Smith Street (p.89) – In reference to the comment that it is anticipated that the WSU Shuttle Service is removed, and students will use PLR to get access to Parramatta North and Parramatta South campus. It should be noted that the WSU - Parramatta North Campus is approximately 1.5km from the Rydalmere PLR Stop and does not appear to be an easy walking route. PLR should consult with WSU with regards to the future plans of the shuttle service.</p> <p><a href="https://www.westernsydney.edu.au/__data/campus_maps/Parramatta_Campus_North_L.pdf">https://www.westernsydney.edu.au/__data/campus_maps/Parramatta_Campus_North_L.pdf</a></p> | <p>This statement has been amended. The bus stop at Smith Street will be retained in the end state based on council feedback on the design package.</p> <p>Communications team are to follow up with WSU regarding the shuttle service and future plans outside of this parking management strategy.</p> <p>Regardless of whether the shuttle service still operates the parking impact is nil and does not affect this strategy.</p> | Section 3.3.7.2 – Smith St                     |



## Carla Bradley

---

**From:** Dea Khateeb <dea.khateeb@rms.nsw.gov.au>  
**Sent:** Wednesday, 16 October 2019 9:52 AM  
**To:** Richard Thomas; Gillian Lehn; Ian Taylor; Saniya Sharmeen; Daryl Ninham; Richard Farmer; Maziar Neyakivi; Diaz, Joekarl; Megan Haberley; Peter Keyes; Fraser Leishman; PLR Network Integration; Judy Chan  
**Subject:** RE: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

Hi Richard,

Please note that RMS and SCO raise no comments on Section 3 Carlingford Line Parking Management Strategy.

Regards

Dea Khateeb

PLR – Network Integration  
M: 0452486506  
E [dea.khateeb@rms.nsw.gov.au](mailto:dea.khateeb@rms.nsw.gov.au)

---

**From:** Richard Thomas [mailto:system@teambinder.com] **On Behalf Of** Richard Thomas  
**Sent:** Thursday, 19 September 2019 3:39 PM  
**To:** Gillian Lehn; Ian Taylor; Saniya Sharmeen; Dea Khateeb; Daryl Ninham; Richard Farmer; Maziar Neyakivi; Diaz, Joekarl; Megan Haberley; Peter Keyes  
**Subject:** Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-002602  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 19 September 2019, 03:38:49 PM +10:00

**Response required by:** 03 October 2019

**To:** Richard Farmer, Transport for NSW  
Gillian Lehn, AQUAS  
Maziar Neyakivi, Transport for NSW  
Joekarl Diaz, Transport for NSW



Dea Khateeb, Roads and Maritime Services  
Megan Haberley, Transport for NSW  
Ian Taylor, City of Parramatta Council  
Saniya Sharmeen, City of Parramatta Council  
Peter Keyes, Transport for NSW  
Daryl Ninham, Roads and Maritime Services

**From:** Richard Thomas, CPB Downer Joint Venture

**Subject:** **Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review**

**Area:** Portion 2 Carlingford Line and Sandown Line      **Work Package:** NA - Not Applicable

---

Please find attached draft document for the PLR Parking Management Strategy, for your review and comments please.

Please note the following in relation to report structure:

- There is a covering report which describes the common approach and ties together the different stages of the strategy - i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.
- The Stage 1 Enabling works parking management strategy is intended to sit as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the current document.
- The Stage 2 Infrastructure works parking management strategy (the area of current focus) is Appendix B.

Also attached is a comments register that you can use to collate your comments.

As discussed in the workshop and subsequently, we are on a tight timeline for endorsement of this plan as an enabler for the T6 Carlingford Line bus stop works. Your comments are requested by Thursday 3rd October (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.

Please don't hesitate to get in touch if you would like to discuss any aspect of the strategy or process, and thank you for your input and assistance.

Cheers,

Richard Thomas  
Interim Traffic Manager  
CPBDJV

---

**Discipline:** Construction Management

**Originator's Reference No.:**

**Function:**ED-Engineering & Design  
**File Location:**ED01-Correspondence

**Attachments:**

[Click here to download files \(Total 20 MB\)](#)

[PLR-TFNSW-PJT-PE-RPT-0000XX - Parking Management Strategy-Project Wide-DRAFT-19.09.2019.pdf \(20 MB\)](#)

[PLR1INF-BECA-ALL-TF-RPT-000001 - Stage 2 Infrastructure Delivery PMS - Comment Register.xlsx \(464 KB\)](#)

TeamBinder mail reference: {769130ED-DFB9-41C8-9021-968569704A80}

**Carla Bradley**

---

**From:** PLRINF documentcontrol <PLRINF.documentcontrol@pcplr.com.au>  
**Sent:** Wednesday, 11 December 2019 10:35 AM  
**To:** Carla Bradley  
**Cc:** Thomas1, Richard  
**Subject:** FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

FYI

Regards

**Ravinder Kaur**  
Lead Document Controller  
Parramatta Light Rail Infrastructure - Stage 1 Works



Level 4 & M331-39 Macquarie Street, Parramatta, NSW 2150,  
T 0284221890 M  
E [Ravinder.Kaur@pcplr.com.au](mailto:Ravinder.Kaur@pcplr.com.au)

---

**From:** PLR Network Integration <plr.integration@rms.nsw.gov.au>  
**Sent:** Thursday, 5 December 2019 1:31 PM  
**To:** PLRINF documentcontrol <PLRINF.documentcontrol@pcplr.com.au>  
**Subject:** RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

CAUTION: This email originated from outside of the Organisation.

Good afternoon

PLR Network Integration has no issues or comments with the parking management strategy.

Thank you.

PLR Network Integration  
Greater Sydney Division  
Transport for NSW

[plr.integration@rms.nsw.gov.au](mailto:plr.integration@rms.nsw.gov.au)

Level 10 / 27-31 Argyle Street Parramatta NSW 2150



**From:** PLRINF Document Controller [<mailto:system@teambinder.com>] **On Behalf Of** PLRINF Document Controller  
**Sent:** Tuesday, 3 December 2019 3:23 PM  
**To:** PLR Network Integration  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment



## Document Transmittal

**Project Number:** PLRM **Transmittal No:** PLRM-CPBD-TFNSW  
**Project Title:** Parramatta Light Rail - Main Works  
**Date:** 03 December 2019 03:21 PM  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment  
**Reason for Issue:** Issued For Review

**Message:**

Dear All,

Please find attached TfNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy Re including appendices issued for stakeholder review and comment on behalf of *Richard Thomas & Carla Bradley*.

*Please see further message from Carla below.*

*Kind regards,*

Ravinder Kaur  
=====

*Hi All,*

*Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Parking Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precinct to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infra Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and associated i T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October.*

The report structure is as follows:

- PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering report and the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrastructure comprises the first 20-30 pages of the document.
- The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the draft document. There have been no further updates to sign the submission of Revision 2.0
- PLR1INF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management strategy Appendix B and is the focus on this review

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be easily identified. However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Comellia (excluding Grand Avenue North) were not previously submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline for end this strategy to enable construction activities to begin as planned in the new year.

Your comments are requested by **COB Monday 16<sup>th</sup> December** (2 weeks). You are welcome to send any early feedback or comments so that we can begin to action them.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the strategy or if you have any questions. Thankyou in advance for your input and assistance.

Regards

Carla Bradley

Your Response is required by 16 December 2019

**Transmitted to:**

| Company                           | Name               |
|-----------------------------------|--------------------|
| Transport for NSW                 | David Howarth      |
| APP Corporation                   | Gillian Lehn       |
| Transport Management Centre       | Peter Keyes        |
| Transport Management Centre       | Frankie Passarelli |
| Transport for NSW                 | Joekarl Diaz       |
| Transport for NSW                 | Maziar Neyakivi    |
| Roads and Maritime Services       | Daryl Ninham       |
| Health Administration Corporation | Ivan Tcherkashnev  |
| Transport for NSW                 | Quinton Jubb       |
| Transport for NSW                 | Jody Gould         |
| Transport for NSW                 | Joshua Powell      |
| Transport for NSW                 | Chris Duffy        |
| Transport for NSW                 | Nicholas Butler    |



|                             |                 |
|-----------------------------|-----------------|
| City of Parramatta          | Richard Searle  |
| Roads and Maritime Services | RMS Integration |

**Transmitted cc:**

| <b>Company</b>                       | <b>Name</b>                   |
|--------------------------------------|-------------------------------|
| APP Corporation                      | Andrew Bennet                 |
| APP Corporation                      | David Opperman                |
| APP Corporation                      | Judy Chan                     |
| CPB Contractors and Downer EDI Works | Garry Lomas                   |
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLRINF CPBDTeam binder        |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLRINF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunalayan            |
| CPB Contractors and Downer EDI Works | David Jackson                 |
| CPB Contractors and Downer EDI Works | Suren Pakeri                  |
| CPB Contractors and Downer EDI Works | Angus McDougall               |
| CPB Contractors and Downer EDI Works | Peter Monsted                 |
| CPB Contractors and Downer EDI Works | Richard Thomas                |



|                                      |                   |
|--------------------------------------|-------------------|
| CPB Contractors and Downer EDI Works | Katherine Hawkins |
| CPB Contractors and Downer EDI Works | David Saggerson   |
| CPB Contractors and Downer EDI Works | Brian Downey      |
| CPB Contractors and Downer EDI Works | Chad Bevan        |
| CPB Contractors and Downer EDI Works | Denise Corish     |

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Click on Document Nos to download them individually.

| Item | Document No                                    | Rev | Sts | Title                                                                                                                                                             | Alt Doc Number | Design Package N |
|------|------------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------|
| 1    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2 Infrastructure Delivery   Parramatta Light Rail – Stage 1 (SSI-8285)                                                        |                |                  |
| 2    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy – Stage 2   Infrastructure Delivery   Parramatta Light Rail – Stage 1 |                |                  |

**Transmitted by:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

Attachments:

[PLR1-TRN-BECA-000021-PLR-TFNSW-PJT-PE-RPT-000019 Rev03 DRAFT.pdf \(84 MB\)](#)

TeamBinder Transmittal Reference: {861DECF2-7FF5-4BC8-A187-9CA74664194F}

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|                                                                                                                                                               |                                                                                                    |          |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------|----------|
| PMS - I - ALL-TF-RPT-000001 - ?                                                                                                                               |                                                                                                    |          |          |
| Traffic Plan                                                                                                                                                  | Precinct                                                                                           | Plan No. | Revision |
| IRP = Incident Response Plan<br>PMS = Parking Management Strategy<br>CTTMP = Construction Traffic and Transport Management Plan<br>TCP = Traffic Control Plan | A = ALL<br>C = Camellia Remediation Project<br>E = Enabling Works<br>I = Infrastructure<br>S = SOM |          |          |

| Item No. | Reviewer                   | Reference:                | SCO Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Date: 15 December 2019 | Parramatta Connect Response                                                                                                                                                                                                                                                                                                                                                                                      | Date: 19 December 2019 |
|----------|----------------------------|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| 1        | Sydney Coordination Office | General                   | NSW Taxi Council to be consulted in relation removal /relocation of taxi zones on or near the corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        | Consultation with NSW Taxi Council has been carried out during this consultation period. Changes have been accepted by NSW Taxi Council and comments captured in the consultation log.                                                                                                                                                                                                                           |                        |
| 2        | Sydney Coordination Office | Clause 2                  | Consider removing reference to RMS in Section 2 and replace with relevant division /section in TfNSW.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                        | Noted. However not changed for this submission, further consideration required and may be incorporated into glossary as per change for DPIE.                                                                                                                                                                                                                                                                     |                        |
| 3        | Sydney Coordination Office | Clause 3.1.5<br>Table 3.8 | Existing Parking in Jessie Street should add to 69, not 29.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                        | Noted, total parking number updated.                                                                                                                                                                                                                                                                                                                                                                             |                        |
| 4        | Sydney Coordination Office | Clause 3.3.7.2            | Smith Street (p.89) – In reference to the comment that it is anticipated that the WSU Shuttle Service is removed and students will use PLR to get access to Parramatta North and Parramatta South campus . It should be noted that the WSU - Parramatta North Campus is approximately 1.5km from the Rydalmere PLR Stop and does not appear to be an easy walking route. PLR should consult with WSU with regards to the future plans of the shuttle service.<br><a href="https://www.westernsydney.edu.au/_data/campus_maps/Parramatta_Campus_North_L.pdf">https://www.westernsydney.edu.au/_data/campus_maps/Parramatta_Campus_North_L.pdf</a> |                        | This statement has been amended. The bus stop at Smith Street will be retained in the end state based on council feedback on the design package. Communications team are to follow up with WSU regarding the shuttle service and future plans outside of this parking management strategy. Regardless of whether the shuttle service still operates the parking impact is nil and does not affect this strategy. |                        |
|          |                            |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                        |                                                                                                                                                                                                                                                                                                                                                                                                                  |                        |
|          |                            |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                        |                                                                                                                                                                                                                                                                                                                                                                                                                  |                        |

## Transport for NSW

Table A - 3: Log of consultation with TfNSW as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                            |
|----------|------------|-------------------|-----------------------------------------------|
| In       | 01/08/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 12/09/2019 | Consultation      | Meeting minutes captures discussions          |
| Out      | 19/09/2019 | Teambinder        | Issue of Draft PMS for review                 |
| In       | 02/10/2019 | Email             | Comments (N. Butler)                          |
| Out      | 03/10/2019 | Email             | Follow up request for comments                |
| Out      | 04/10/2019 | Email             | Responses (N. Butler)                         |
| In       | 08/10/2019 | Email             | Confirmation of close out (N. Butler)         |
| Out      | 08/10/2019 | Teambinder        | Issue of Second Draft PMS for review          |
| In       | 16/10/2019 | Email             | Confirmation of no further comments           |
| In       | 14/11/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 18/11/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 19/11/2019 | Consultation      | Meeting minutes captures discussions          |
| Out      | 03/12/2019 | Teambinder        | Issue of Section 1 and 2 Draft PMS for review |

|     |            |            |                                                           |
|-----|------------|------------|-----------------------------------------------------------|
| Out | 12/12/2019 | Teambinder | Reminder for close of review period                       |
| In  | 12/12/2019 | Email      | Comments (J. Diaz)                                        |
| Out | 17/12/2019 | Email      | Responses (J.Diaz)                                        |
| In  | 17/12/2019 | Email      | Comment (N. Butler)                                       |
| In  | 17/12/2019 | Teambinder | Comments (J. Powell)                                      |
| Out | 19/12/2019 | Email      | Response (N. Butler)                                      |
| In  | 19/12/2019 | Email      | Confirmation of close out (N. Butler)                     |
| Out | 19/12/2019 | Email      | Responses (J. Powell)                                     |
| Out | 06/01/2020 | Teambinder | Issue of Final Draft PMS for review and comment close out |
| In  | 10/01/2020 | Teambinder | Confirmation of no further comments (N. Butler)           |
| Out | 10/01/2020 | Teambinder | Reminder for close of review period                       |
| In  | 14/01/2020 | Email      | Confirmation of no further comments (J. Diaz)             |
| In  | 14/01/2020 | Email      | Confirmation of no further comments (J. Powell)           |

Table A - 4: Log of issues raised by TfNSW as per A5 (d) and (e)

| Reference | Comment                                                                                                                                | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                            | Parking Management Strategy reference location                                                                                                       |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.01      | Query during workshop whether parking spaces have been tabulated, showing existing, construction and end state parking changes/losses. | Summary table incorporated into report indicating total existing parking numbers compared against construction and end state.                                                                                                                                                                                                                                                                                                                            | Table 3.1 – Westmead<br>Table 3.10 – North Parramatta<br>Table 3.19 – Parramatta CBD<br>Table 3.30 – Rosehill & Camellia<br>Table 3.37 – Carlingford |
| 1.02      | Anything to add to the consultation log?                                                                                               | Consultation log updated and included in subsequent submission.                                                                                                                                                                                                                                                                                                                                                                                          | Section 2 and this consultation log                                                                                                                  |
| 1.03      | Should mitigation measures be presented at this stage?                                                                                 | The mitigation measures have been incorporated into the design plans. Our assessment has indicated that the impacts are generally insignificant. We have relocated parking as per the hierarchy (eg priority given to accessible parking, loading zones, car share and short-term parking).<br><br>The mitigation around the Carlingford Precinct has generally therefore been about how parking will be redistributed rather than any required changes. | Section 3                                                                                                                                            |

| Reference | Comment                                                                                                                                            | How addressed                                                                                                                                                                                                                                                                                                              | Parking Management Strategy reference location |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.04      | Why is the data from the Produce Store access lane car park in Carlingford not included as 'End State Commuter Car Park' data in Table 3.1?        | Data for produce store access lane is not included as end state commuter car parking. It is considered as unrestricted parking and has been included as such. As per the EIS the commuter car park is to be considered as part of the town square redevelopment, which we have not been able to access further data about. | Table 3.37                                     |
| 1.05      | Will accessible parking be re-instated in the Produce Store access lane car park?                                                                  | Yes, as per Figure 3.85 the accessible parking is re-instated in the produce store access lane. This is the closest location to provide station access.                                                                                                                                                                    | Section 3.5.3.2<br>Figure 3.85                 |
| 1.06      | PMS does not contain 'Spare Parking Capacity' table for Rydalmere                                                                                  | Table was not included as all surrounding streets reach 100% utilisation during the commuter period. Therefore, the table would indicate zero spare capacity in the area. It was considered the table did not add value. The report will be updated to provide a clearer indication of the lack of spare capacity.         | Section 3.5.6.2                                |
| 1.07      | The removal of disabled parking in Hainsworth Street should be avoided and overall number of disability parking spaces within the area be retained | Further discussed with HAC to confirm their views and existing number of disability parking within the area maintained.                                                                                                                                                                                                    | Section 3.1.5                                  |



| Reference | Comment                                                                                                                                                                                                                                                                                                                                             | How addressed                                                                                                                                                                                    | Parking Management Strategy reference location |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.08      | The northern boundary of the office building on Grand Avenue encroaches onto the Sandown Line, currently 40-41 parking spaces being used by tenants of the building. The loss of these spaces to the light rail corridor should be noted, however it is private parking.                                                                            | Noted and included in strategy.                                                                                                                                                                  | Section 3.4.4                                  |
| 1.09      | Requested to remove No Parking and replace with No Stopping for full length of Harris St                                                                                                                                                                                                                                                            | No Parking removed from Harris Street                                                                                                                                                            | Section 3.3.9                                  |
| 1.10      | “There may be an opportunity for the design to be updated...” – Statements like these may need to be strengthened in order to encourage the designers to assess the design to include the ‘opportunity’. Suggested wording could be: “The design would need to be optimised and assess the ability of an indented bay or similar... in order to...” | Noted. Consultation with NSW Taxi Council indicated location in Railway Parade just east of Ashley Lane is acceptable. This design change is no longer required, and statement has been removed. | Section 3.1.3.2 – Taxi Zone                    |
| 1.11      | Note that Church St south of Market St is anticipated to be closed for pedestrianisation in Feb 2020. This section may be better described as Church St between Victoria Rd and Market St and described south of Market St separately.                                                                                                              | Noted. Timing of changes for these sections has been updated to reflect the latest information from the construction team.                                                                       | Section 3.3.4.3                                |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | How addressed                                                                                                                                                                               | Parking Management Strategy reference location                 |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| 1.12      | <p>Believe the anticipated closure of Macquarie St by blocks are:</p> <p>Church St to Smith St – Apr 2020</p> <p>Smith St to Harris St – Mar 2020</p> <p>Check with the construction team and perhaps allow earlier timing in the strategy</p>                                                                                                                                                                                                                                                                                                                               | <p>Noted. These dates have been updated to reflect the latest information from the construction team.</p>                                                                                   | <p>Section 3.3.7.3</p>                                         |
| 1.13      | <p>Following site visit and site assessment by CoP and TfNSW (including PLR, SCO, RMS and Centre for Road Safety) it was identified that the single car space shown in the snippet below as 1 (green) needs to be removed in order to allow better alignment for vehicles approaching the new line marking introduced by the project. The single parking space is situated between commercial driveways, and removing it will provide continuity of the No Stopping area and also removes a potential hazard for heavy vehicles maintaining lane discipline on the road.</p> | <p>Noted, this space is to be removed and provide a continuous 'No Stopping' length. Note with the limited parking in the area there will not be any proposed mitigation for this loss.</p> | <p>Section 3.5.6.2</p> <p>Figure 3.107</p> <p>Figure 3.108</p> |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | How addressed                                                                                                                                                                                                                                                                                                                                                                                                             | Parking Management Strategy reference location                                    |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 1.14      | <p>Due to the parking loss of the highly-utilised spaces at Grand Ave North East, the Camellia commuter car park, and the private parking spaces from the grounds of 1C Grand Avenue (not included), a walk of up to 750m along Grand Avenue will be seen as unacceptable for many staff and clients of the businesses located at 1C Grand Avenue. The PMS should therefore note that the building owners of 1C Grand Avenue have requested (i) a review of the parking restrictions at the western end of Grand Avenue, with the view to increase on-street parking, and (ii) a review of the parking in the median strip along Grand Avenue, with a view to increasing parking.</p> | <p>The current data indicates that there is capacity in Grand Ave to accommodate the losses of parking. The 750m is a worst-case and it is expected spaces in Grand Ave will be filled on a first come first served basis.</p> <p>The review of parking restrictions at the western end of Grand Ave and in the median strip is to be consider as part of the monitoring following implementation of parking changes.</p> | <p>Section 3.4.4.2<br/>Figure 3.79, Figure 3.80 and Figure 3.81<br/>Section 4</p> |

| Reference | Comment                                                                                                                                       | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Parking Management Strategy reference location |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.15      | How is this consultation undertaken? I have not seen a survey or report that methodically assesses each business' concerns regarding parking. | <p>Information from PC Communications regarding consultation methodology and details of when consultation has been carried out provided.</p> <p>Consultation is undertaken preferably face to face by the PCPLR Communications and Engagement Team often accompanied by a construction supervisor. Where the appropriate stakeholder is not available, details have been left seeking for contact to be made. When this occurs, consultation occurs via phone discussion.</p> <p>It should also be noted that conversations regarding parking are ongoing in nature as the team continued to be out and about engaging with our stakeholders. This information has been fed through to the parking management strategy team.</p> <p>All information gleaned during these consultations is entered into consultation manager, inclusive of any concerns that may be raised intrinsic to that particular location. Extracts are able to be provided upon request.</p> | Section 2.3                                    |
| 1.16      | What feedback? Where is this report?                                                                                                          | See comment 1.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Section 2.3                                    |
| 1.17      | Does this include private carpark operators?                                                                                                  | No, Table 3.20 only includes the council operated car parks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Table 3.20                                     |

| Reference | Comment                                                                                                  | How addressed                                                                                                                                                                                                                                                                                                                                                                                                    | Parking Management Strategy reference location                                                 |
|-----------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| 1.18      | How is maintaining parking on George/Phillip streets accommodating the loss of parking on Church Street? | Paragraph updated for clarity.<br>Loss of parking from Church Street has been relocated based on Table 6.5 of the PLR Operation Traffic and Transport Technical Assessment Report. Key accessibility and servicing restrictions have been relocated.                                                                                                                                                             | Section 3.3.5                                                                                  |
| 1.19      | Check these parking signs with DWJV, I suspect these have changed.                                       | Restrictions were based on the latest available DWJV signage plans (dated 15.10.2019) provided in late October.<br><br>Aware there have been some changes made since implementation, however understand that the key parking restrictions providing accessibility and servicing functions have generally remained the same. The changes are anticipated to affect short-term and long-term parking restrictions. | Table 3.23 and Figure 3.50                                                                     |
| 1.20      | What are the parking relocation requirements? What is this consultation and where is it provided?        | The parking relocation requirements are covered in the project wide covering document which has been based on the parking hierarchy developed as part of the EIS. The hierarchy is as follows: disability parking, servicing/loading, car share, short-stay, long-stay and then any other.<br><br>Refer to comment 1.15 above for consultation information.                                                      | Section 3.3.5.2 – Church St<br>Section 1.1<br>Figure 3-2 of the Project Wide covering document |

| Reference | Comment                                                                                                                                                                                                                                              | How addressed                                                                                                                                                                                                                                                                                                                                                                              | Parking Management Strategy reference location |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.21      | <p>Has any assessment been undertaken to determine if rear lanes can be optimised?</p> <p>I am aware Council investigated making Freemasons Arms Lane 1-direction to provide additional loading zones. Has Parramatta Connect investigated this?</p> | <p>For the parking strategy additional loading in Freemasons Arms Lane would be beneficial to the strategy. This is not a direct impact from the project and as it is not a loss but would rather improve loading it is not required to be covered by the strategy.</p> <p>This is to be followed up with the communications team to understand if this is being further investigated.</p> | Section 3.3.5                                  |
| 1.22      | Are these 1/4P opportunities specifically requested from Businesses?                                                                                                                                                                                 | The relocation of this 1/4P parking is as per Table 6.5 of the PLR Operation Traffic and Transport Technical Assessment Report.                                                                                                                                                                                                                                                            | Section 3.3.5.2 – Church St                    |
| 1.23      | Absorbed into which CBD car park? I note some are anticipated to close.                                                                                                                                                                              | To be absorbed into the Eat St carpark, which remains open.                                                                                                                                                                                                                                                                                                                                | Section 3.3.5.2 – Church St                    |
| 1.24      | Does traffic modelling support this anticipation?                                                                                                                                                                                                    | Not required for strategy, understand that all carparks would have had traffic modelling previously done based on their full capacity at time of DA approval.                                                                                                                                                                                                                              | Section 3.3.5.2 – Church St                    |
| 1.25      | Check if this remains true with final signposting and linemarking plans. I note there was a reduction of one space at barrack lane to improve line of sight for westbound traffic.                                                                   | <p>See comment 1.19 above.</p> <p>It has been confirmed that with the 1-space reduction the total amount of loading zones in George St has still increased from the number available prior to the enabling works changes being implemented.</p>                                                                                                                                            | Section 3.3.5.2 – George St                    |



| Reference | Comment                                                                                                                                                                                                     | How addressed                                                                                                                                                                                                                                                     | Parking Management Strategy reference location |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.26      | Show exactly where these loading zones are located. I note page 76 states 3 loading zone spaces on George street, west of church, will need to be relocated during construction due to barrier transitions. | Locations as shown in Figure 3.50<br>Noted, however that during construction when barrier shifts are in place this is reduced to 5 spaces within 100m.                                                                                                            | Section 3.3.5.2 – George St<br>Figure 3.50     |
| 1.27      | Check with Frankie if this bus zone reduction is supported.                                                                                                                                                 | This bus stop removal is as per Appendix J of the SPR.                                                                                                                                                                                                            | Section 3.3.5.2 – George St                    |
| 1.28      | Check final signposting and linemarking arrangements with DWJV.                                                                                                                                             | See comment 1.19 above.                                                                                                                                                                                                                                           | Section 3.3.5.2 – George St                    |
| 1.29      | The taxi zone services the entire Justice Precinct.                                                                                                                                                         | Noted, this is a temporary relocation during construction. It is to be located approximately 180 metres west of its current location and will continue to service the entire Justice Precinct.<br>NSW Taxi Council have indicated they do not oppose this change. | Section 3.3.5.2 – George St                    |

## Carla Bradley

---

**From:** Nick Butler <Nicholas.Butler@transport.nsw.gov.au>  
**Sent:** Tuesday, 8 October 2019 10:48 AM  
**To:** Carla Bradley  
**Cc:** Thomas1, Richard; Maziar Neyakivi; Diaz, Joekarl  
**Subject:** RE: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

Hi Carla

As discussed, your responses below address my comments. No further requirements from me.

Regards  
Nick

Nick Butler  
Place Manager  
Parramatta Light Rail  
Infrastructure and Place  
**Transport for NSW**

M: 0435 658 303  
E: [nicholas.butler@transport.nsw.gov.au](mailto:nicholas.butler@transport.nsw.gov.au)  
A: Level 10, 130 George Street, Parramatta NSW 2150



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Use public transport... plan your trip at [transportnsw.info](http://transportnsw.info)

---

**From:** Carla Bradley [mailto:Carla.Bradley@beca.com]  
**Sent:** Friday, 4 October 2019 4:50 PM  
**To:** Nick Butler <Nicholas.Butler@transport.nsw.gov.au>  
**Cc:** Thomas1, Richard <richard.thomas1@cpbdjv.com.au>; Maziar Neyakivi <Maziar.Neyakivi@transport.nsw.gov.au>; Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Subject:** RE: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

Hi Nick,

Just tried to give you a call to get clarification on one of your comments and got through to your voicemail. I appreciate it is 4.30 on a Friday before a long weekend, so will try again Tuesday morning.

In the meantime I've provided responses to your comments.

- 1.01 - Anything to add to the consultation log? To be updated in resubmission. Appendix to also be provided to cover all consultation including workshops and comments.
- 1.02 - Should mitigation measures be presented at this stage? This is where we would like some further clarification. We believe the mitigation measures have been incorporated into the design plans. Our assessment has indicated that the impacts are generally insignificant. We have relocated parking as per the hierarchy (eg priority given to accessible parking, loading zones, car share and short term parking). The mitigation around the Carlingford Precinct has generally therefore been about how parking will be redistributed rather than any required changes. The loss of commuter carparks and any parking associated with T6 replacement bus stops is not a concern, the assessment and data indicates that parking can be redistributed based on the available spare capacity. Can you please confirm whether you required further clarification on the mitigation to be provided? Or is the comment possibly about looking forward to the mitigation measures that will be required for the remaining precincts?
- 1.03 - Why is the data from the Produce Store access lane car park in Carlingford not included as 'End State Commuter Car Park' data in Table 3.1? Data for produce store access lane is not included as end state commuter car parking. It is considered as unrestricted parking, and has been included as such. As per the EIS the commuter car park is to be considered as part of the town square redevelopment, which we have not been able to access further data about.
- 1.04 - Will accessible parking be re-instated in the Produce Store access lane car park? Yes, as per Figure 3.7 the accessible parking is re-instated in the produce store access lane. This is the closest location to provide station access. Note the during construction the accessible parking is located in Lloyds Avenue, where it is within close proximity of the T6 replacement bus stops. In the end state these two spaces are removed and provided again as unrestricted parking.
- 1.05 - PMS does not contain 'Spare Parking Capacity' table for Rydalmere Table was not included as all surround streets reach 100% utilisation during the commuter period. Therefore, the table would indicate zero spare capacity in the area. It was considered the table did not add value. The report will be updated to provide a clearer indication of the lack of spare capacity.

Kind Regards,  
Carla Bradley

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---

**From:** Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>  
**Sent:** Wednesday, 2 October 2019 5:10 PM  
**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>  
**Cc:** Thomas1, Richard <[richard.thomas1@cpbdjv.com.au](mailto:richard.thomas1@cpbdjv.com.au)>; Maziar Neyakivi <[Maziar.Neyakivi@transport.nsw.gov.au](mailto:Maziar.Neyakivi@transport.nsw.gov.au)>  
**Subject:** FW: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

Hi Carla,

Please see comments below from Nick. I can arrange to discuss with him if you wish.



How are you with receiving comments from others? Do you need a hand in following up any of the stakeholders?

Kind regards  
Joekarl

---

**From:** Nick Butler  
**Sent:** Wednesday, 25 September 2019 9:26 AM  
**To:** Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>  
**Cc:** Vanessa Ferreira <[Vanessa.Ferreira@transport.nsw.gov.au](mailto:Vanessa.Ferreira@transport.nsw.gov.au)>  
**Subject:** RE: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

Hi Joekarl

I've been through this and summarised the changes to COMMUTER CAR PARKS in the attached spreadsheet.

Based on this data, the majority of my feedback will be directed to the CPBD Comms and Engagement team. However, my questions/ feedback re this PMS are:

- Anything to add to the consultation log?
- Should mitigation measures be presented at this stage?
- Why is the data from the Produce Store access lane car park in Carlingford not included as 'End State Commuter Car Park' data in Table 3.1?
- Will accessible parking be re-instated in the Produce Store access lane car park?
- PMS does not contain 'Spare Parking Capacity' table for Rydalmere

Happy to meet and talk you through these.

Cheers  
Nick

---

**From:** Diaz, Joekarl  
**Sent:** Thursday, 19 September 2019 4:26 PM  
**To:** Chris Duffy <[Chris.Duffy@transport.nsw.gov.au](mailto:Chris.Duffy@transport.nsw.gov.au)>; Bobby Yazdani <[Bobby.Yazdani@transport.nsw.gov.au](mailto:Bobby.Yazdani@transport.nsw.gov.au)>; Nick Butler <[Nicholas.Butler@transport.nsw.gov.au](mailto:Nicholas.Butler@transport.nsw.gov.au)>; Joshua Powell <[Joshua.Powell@transport.nsw.gov.au](mailto:Joshua.Powell@transport.nsw.gov.au)>; Jody Gould <[Jody.Gould@transport.nsw.gov.au](mailto:Jody.Gould@transport.nsw.gov.au)>  
**Subject:** FW: Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

FYI – we have received the draft Parking Management Strategy for stakeholder review. See below.

Any of your comments are welcome.

Regards  
Joekarl

---

**From:** Richard Thomas [<mailto:system@teambinder.com>] **On Behalf Of** Richard Thomas  
**Sent:** Thursday, 19 September 2019 3:39 PM  
**To:** Gillian Lehn <[Gillian.lehn@aquas.com.au](mailto:Gillian.lehn@aquas.com.au)>; Ian Taylor <[ITaylor@cityofparramatta.nsw.gov.au](mailto:ITaylor@cityofparramatta.nsw.gov.au)>; Saniya Sharmeen <[SSharmeen@cityofparramatta.nsw.gov.au](mailto:SSharmeen@cityofparramatta.nsw.gov.au)>; Dea Khateeb <[dea.khateeb@rms.nsw.gov.au](mailto:dea.khateeb@rms.nsw.gov.au)>; Daryl Ninham <[Daryl.NINHAM@rms.nsw.gov.au](mailto:Daryl.NINHAM@rms.nsw.gov.au)>; Richard Farmer <[Richard.Farmer@transport.nsw.gov.au](mailto:Richard.Farmer@transport.nsw.gov.au)>; Maziar Neyakivi <[Maziar.Neyakivi@transport.nsw.gov.au](mailto:Maziar.Neyakivi@transport.nsw.gov.au)>; Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>; Megan Haberley <[Megan.Haberley@transport.nsw.gov.au](mailto:Megan.Haberley@transport.nsw.gov.au)>; Peter Hayes <[peter.hayes@tmc.transport.nsw.gov.au](mailto:peter.hayes@tmc.transport.nsw.gov.au)>  
**Subject:** Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

# General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-002602  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 19 September 2019, 03:38:49 PM +10:00 **Response required by:** 03 October 2019

**To:** Richard Farmer, Transport for NSW  
Gillian Lehn, AQUAS  
Maziar Neyakivi, Transport for NSW  
Joekarl Diaz, Transport for NSW  
Dea Khateeb, Roads and Maritime Services  
Megan Haberley, Transport for NSW  
Ian Taylor, City of Parramatta Council  
Saniya Sharmeen, City of Parramatta Council  
Peter Keyes, Transport for NSW  
Daryl Ninham, Roads and Maritime Services

**From:** Richard Thomas, CPB Downer Joint Venture

**Subject:** **Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review**

**Area:** Portion 2 Carlingford Line and Sandown Line **Work Package:** NA - Not Applicable

---

Please find attached draft document for the PLR Parking Management Strategy, for your review and comments please.

Please note the following in relation to report structure:

- There is a covering report which describes the common approach and ties together the different stages of the strategy - i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.
- The Stage 1 Enabling works parking management strategy is intended to sit as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the current document.
- The Stage 2 Infrastructure works parking management strategy (the area of current focus) is Appendix B.

Also attached is a comments register that you can use to collate your comments.

As discussed in the workshop and subsequently, we are on a tight timeline for endorsement of this plan as an enabler for the T6 Carlingford Line bus stop works. Your comments are requested by Thursday 3rd October (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.

Please don't hesitate to get in touch if you would like to discuss any aspect of the strategy or process, and thank you for your input and assistance.

Cheers,

Richard Thomas  
Interim Traffic Manager  
CPBDJV

---

**Discipline:** Construction Management

**Originator's Reference No.:**

Function:ED-Engineering & Design  
File Location:ED01-Correspondence

**Attachments:**

[Click here to download files \(Total 20 MB\)](#)

[PLR-TFNSW-PJT-PE-RPT-0000XX - Parking Management Strategy-Project Wide-DRAFT-19.09.2019.pdf \(20 MB\)](#)  
[PLR1INF-BECA-ALL-TF-RPT-000001 - Stage 2 Infrastructure Delivery PMS - Comment Register.xlsx \(464 KB\)](#)

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## Carla Bradley

---

**From:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Sent:** Wednesday, 16 October 2019 3:09 PM  
**To:** Thomas1, Richard; Carla Bradley  
**Subject:** RE: Parking Management Strategy - Section 3 Carlingford Line - 2nd Draft

Richard / Carla,

I confirm that TfNSW has no further comment on the second draft submission of the PMS document.

Regards

Joekarl Diaz  
Interface Manager – Roads and Traffic  
Parramatta Light Rail  
Infrastructure and Place  
Transport for NSW

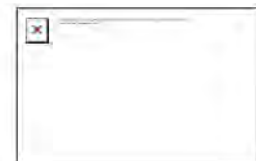
M 0412 114 328  
Level M3 31-35 Macquarie Street Parramatta NSW 2150



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---

**From:** Richard Thomas [mailto:system@teambinder.com] **On Behalf Of** Richard Thomas  
**Sent:** Tuesday, 8 October 2019 6:44 PM  
**To:** Gillian Lehn <Gillian.lehn@aquas.com.au>; Ian Taylor <ITaylor@cityofparramatta.nsw.gov.au>; Saniya Sharmeen <SSharmeen@cityofparramatta.nsw.gov.au>; Daryl Ninham <Daryl.NINHAM@rms.nsw.gov.au>; Dea Khateeb <dea.khateeb@rms.nsw.gov.au>; Richard Farmer <Richard.Farmer@transport.nsw.gov.au>; Megan Haberley <Megan.Haberley@transport.nsw.gov.au>; Maziar Neyakivi <Maziar.Neyakivi@transport.nsw.gov.au>; Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>; Peter Keyes <peter.hayes@tmc.transport.nsw.gov.au>  
**Subject:** Parking Management Strategy - Section 3 Carlingford Line - 2nd Draft



## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-002884  
**Project Title:** PLR Stage 1 Infrastructure Contract

1

---

**Date:** 08 October 2019, 05:44:13 PM +10:00

**Response required by:** 15 October 2019

**To:** Richard Farmer, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Megan Haberley, Transport for NSW  
Dea Khateeb, Roads and Maritime Services  
Maziar Neyakivi, Transport for NSW  
Joekarl Diaz, Transport for NSW  
Ian Taylor, City of Parramatta Council  
Saniya Sharmeen, City of Parramatta Council  
Peter Keyes, Transport for NSW  
Gillian Lehn, AQUAS

**CC:** Carla Bradley, Beca  
Denise Corish, CPB Downer Joint Venture

**From:** Richard Thomas, CPB Downer Joint Venture

**Subject:** **Parking Management Strategy - Section 3 Carlingford Line - 2nd Draft**

**Area:** Portion 2 Carlingford Line and Sandown Line

**Work Package:** NA - Not Applicable

---

Hello All,

Please find attached (link?) for revision 2 of the draft parking strategy for the Carlingford Section. Please note that track changes within the report have been left turned on for this submission, so that changes made since the last revision can be easily identified (however consultation in Appendix B is not in track changes).

Please note following the 2 week review period allowed for the 1st draft, this second draft has a further 5 day review period. We have only a short window in the schedule to incorporate any comments on this 2nd draft, which we hope are only minor changes and close out of feedback, following the 1st review period.

If you do have any significant comments and are able to send those through ASAP, that would be appreciated, but in any case all comments before COB 15.10.19.

Thank you for your help and contribution to this Strategy.

Cheers,

Richard Thomas  
Interim Traffic Manager  
Parramatta Connect  
427909651

PS - apologies for the format of this Teambinder being 'correspondence'. By the time next time comes I should have 'transmittal' authorisation activated on my Teambinder account.

---

**Discipline:** Construction Management

**Originator's Reference  
No.:**

Function:CS-Construction

File Location:CS03-Construction Planning

**Attachments:**

[Click here to download files \(Total 31 MB\)](#)

[PLR-TFNSW-PJT-PE-RPT-0000XX - Parking Management Strategy-Project Wide-DRAFT-08.10.2019.pdf \(30 MB\)](#)

[PLR1INF-BECA-ALL-TF-RPT-000001 - Stage 2 Infrastructure Delivery PMS - Comment Register.xlsx \(457 KB\)](#)

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## Carla Bradley

---

**From:** Carla Bradley  
**Sent:** Tuesday, 17 December 2019 9:42 AM  
**To:** Diaz, Joekarl  
**Subject:** RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

Sensitivity: General

Hi Joekarl,

I've managed to get comments from most parties except for CoPC and only TfNSW comments from yourself. I followed up with Richard Searle and he is aiming to get something back tomorrow. I've provided some responses to the below, but we can discuss further tomorrow if needed.

Are you able to follow up to confirm there were no other comments from TfNSW?

In total there have maybe been about 20 comments, which I believe can be closed out fairly easily. My plan is to resubmit on Thursday for the second round of consultation.

Cheers,  
Carla

---

**From:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Sent:** Thursday, 12 December 2019 4:22 PM  
**To:** Carla Bradley <Carla.Bradley@beca.com>  
**Subject:** RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

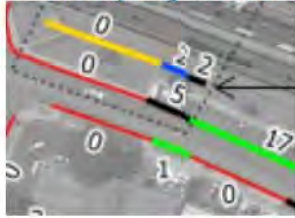
Hi Carla,

My comments below on the PMS:

- 3.1.3.2 *Taxi Zone* (p23) "*There may be an opportunity for the design to be updated...*" – Statements like these may need to be strengthened in order to encourage the designers to assess the design to include the 'opportunity'. Suggested wording could be: "*The design would need to be optimised and assess the ability of an indented bay or similar... in order to...*"  
*I spoke with Richard from the Taxi Council operations team this morning, he indicated the proposed location of the taxi rank south of Ashley Lane is acceptable given it looks to be approximately the same distance from the station exit.*
- 3.3.4.3 – Note that Church St south of Market St is anticipated to be closed for pedestrianisation in Feb 2020. This section may be better described as Church St between Victoria Rd and Market St and described south of Market St separately.  
*I've now got the latest dates and will update this section to reflect that.*
- 3.3.7.3 – I heard today that the anticipated closure of Macquarie St by blocks are:
  - between Church St and Smith St – Apr 2020
  - between Smith St and Harris St – Mar 2020Check with the construction team and perhaps allow earlier timing in the strategy  
*These dates will be updated to reflect what I was provided by the construction team.*



- 3.5.6.2 – following site visit and site assessment by CoP and TfNSW (including PLR, SCO, RMS and Centre for Road Safety) it was identified that the single car space shown in the snippet below as 1 (green) needs to be removed in order to allow better alignment for vehicles approaching the new line marking introduced by the project. The single parking space is situated between commercial driveways, and removing it will provide continuity of the No Stopping area and also removes a potential hazard for heavy vehicles maintaining lane discipline on the road. [I can update this to remove the 1 space and continue the no stopping area. There won't be any mitigation for this loss and it will need to be absorbed within the area.](#)



Overall, the document is very well written. Thank you.

Let us know if you have any queries on the above comments, or we can discuss them in our catch up on Wed next week.

Kind regards  
 Joekarl Diaz  
 Interface Manager – Roads and Traffic  
 Parramatta Light Rail  
 Infrastructure and Place  
 Transport for NSW

M 0412 114 328  
 Level M3 31-35 Macquarie Street Parramatta NSW 2150



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Parramatta's George Street  
**will become two-way**  
 from 29 November.



**From:** PLRINF Document Controller [<mailto:system@teambinder.com>] **On Behalf Of** PLRINF Document Controller  
**Sent:** Tuesday, 3 December 2019 3:23 PM  
**To:** Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment



## Document Transmittal

**Project Number:** PLRM **Transmittal No:** PLRM-CPBD-TFNSW  
**Project Title:** Parramatta Light Rail - Main Works  
**Date:** 03 December 2019 03:21 PM  
**Subject:** PLR1NF - E11 Parking Management Strategy – Submitted for stakeholder review and comment  
**Reason for Issue:** Issued For Review

**Message:**

Dear All,

Please find attached TFNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy Re including appendices issued for stakeholder review and comment on behalf of *Richard Thomas & Carla Bradley*.

*Please see further message from Carla below.*

*Kind regards,*

Ravinder Kaur  
=====

Hi All,

*Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Parking Management Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precinct to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infrastructure Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and associated T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October.*

*The report structure is as follows:*

- PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering report and the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrastructure comprises the first 20-30 pages of the document.*
- The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the document manageable size, these pages have not been included in the draft document. There have been no further updates to sign the submission of Revision 2.0*
- PLR1INF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management strategy Appendix B and is the focus on this review*

*Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be easily identified. However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia (excluding Grand Avenue North) were not previously included in the scope of this submission, they are not included in this draft.*

submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline for end this strategy to enable construction activities to begin as planned in the new year.

Your comments are requested by **COB Monday 16<sup>th</sup> December** (2 weeks). You are welcome to send any early feedback or comments so they begin to action them.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the strategy or Thankyou in advance for your input and assistance.

Regards

Carla Bradley

=====

Your Response is required by 16 December 2019

**Transmitted to:**

| Company                           | Name               |
|-----------------------------------|--------------------|
| Transport for NSW                 | David Howarth      |
| APP Corporation                   | Gillian Lehn       |
| Transport Management Centre       | Peter Keyes        |
| Transport Management Centre       | Frankie Passarelli |
| Transport for NSW                 | Joekarl Diaz       |
| Transport for NSW                 | Maziar Neyakivi    |
| Roads and Maritime Services       | Daryl Ninham       |
| Health Administration Corporation | Ivan Tcherkashnev  |
| Transport for NSW                 | Quinton Jubb       |
| Transport for NSW                 | Jody Gould         |
| Transport for NSW                 | Joshua Powell      |
| Transport for NSW                 | Chris Duffy        |
| Transport for NSW                 | Nicholas Butler    |
| City of Parramatta                | Richard Searle     |
| Roads and Maritime Services       | RMS Integration    |

**Transmitted cc:**

| Company                              | Name           |
|--------------------------------------|----------------|
| APP Corporation                      | Andrew Bennet  |
| APP Corporation                      | David Opperman |
| APP Corporation                      | Judy Chan      |
| CPB Contractors and Downer EDI Works | Garry Lomas    |

|                                      |                               |
|--------------------------------------|-------------------------------|
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLRINF CPBDTeambinder         |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLRINF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunalayan            |
| CPB Contractors and Downer EDI Works | David Jackson                 |
| CPB Contractors and Downer EDI Works | Suren Pakeri                  |
| CPB Contractors and Downer EDI Works | Angus McDougall               |
| CPB Contractors and Downer EDI Works | Peter Monsted                 |
| CPB Contractors and Downer EDI Works | Richard Thomas                |
| CPB Contractors and Downer EDI Works | Katherine Hawkins             |
| CPB Contractors and Downer EDI Works | David Saggerson               |
| CPB Contractors and Downer EDI Works | Brian Downey                  |
| CPB Contractors and Downer EDI Works | Chad Bevan                    |
| CPB Contractors and Downer EDI Works | Denise Corish                 |

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Click on Document Nos to download them individually.

| Item | Document No                                    | Rev | Sts | Title                                                                                                                                                             | Alt Doc Number | Design Package N |
|------|------------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------|
| 1    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2 Infrastructure Delivery   Parramatta Light Rail – Stage 1 (SSI-8285)                                                        |                |                  |
| 2    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy – Stage 2   Infrastructure Delivery   Parramatta Light Rail – Stage 1 |                |                  |

**Transmitted by:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Attachments:**

[PLR1-TRN-BECA-000021-PLR-TFNSW-PJT-PE-RPT-000019\\_Rev03\\_DRAFT.pdf \(84 MB\)](#)

TeamBinder Transmittal Reference: {861DECF2-7FF5-4BC8-A187-9CA74664194F}

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## Carla Bradley

---

**From:** Nick Butler <Nicholas.Butler@transport.nsw.gov.au>  
**Sent:** Thursday, 19 December 2019 8:32 AM  
**To:** Carla Bradley  
**Cc:** Diaz, Joekarl; Thomas1, Richard  
**Subject:** RE: PLR Parking Strategy - Workshop 4 - Section 2 - Minutes

Thanks for the response Carla.

Not further questions from me.

Have a Merry Christmas  
Nick

---

**From:** Carla Bradley [mailto:Carla.Bradley@beca.com]  
**Sent:** Thursday, 19 December 2019 8:11 AM  
**To:** Nick Butler <Nicholas.Butler@transport.nsw.gov.au>  
**Cc:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>; Thomas1, Richard <richard.thomas1@cpbdjv.com.au>  
**Subject:** RE: PLR Parking Strategy - Workshop 4 - Section 2 - Minutes

Sensitivity: General

Hi Nick,

Thanks for the below comment.

The current data indicates that there is capacity in Grand Avenue to accommodate the losses of parking. The 750m is a worst-case and it is expected spaces in Grand Avenue will be filled on a first come first served basis. The data collected makes it difficult to define whether the current usage in Grand Avenue is generally at either end of fairly well spaced out.

The review of parking restrictions at the western end of Grand Ave and in the median strip is to be consider as part of the monitoring following implementation of parking changes.

Regards,  
Carla Bradley

Transportation Engineer  
Beca  
DDI: +61 2 8216 4546 M: +61 4 3372 3121  
Phone: +61 2 8216 4500  
[www.beca.com](http://www.beca.com)  
[www.linkedin.com/company/beca](https://www.linkedin.com/company/beca)

---

**From:** Nick Butler <Nicholas.Butler@transport.nsw.gov.au>  
**Sent:** Tuesday, 17 December 2019 2:53 PM

**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>  
**Cc:** Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>; Thomas1, Richard <[richard.thomas1@cpbdjv.com.au](mailto:richard.thomas1@cpbdjv.com.au)>  
**Subject:** RE: PLR Parking Strategy - Workshop 4 - Section 2 - Minutes

Hi Carla

This comment is not directly related to the Minutes but to the PMS Rev 3.0 – apologies for not having it with you by yesterday's deadline.

**RE: Section 3.4.4.2 – Figs 3.79 to 3.81**

Due to the parking loss of the highly-utilised spaces at Grand Ave North East, the Camellia commuter car park, and the private parking spaces from the grounds of 1C Grand Avenue (not included), a walk of up to 750m along Grand Avenue will be seen as unacceptable for many staff and clients of the businesses located at 1C Grand Avenue. The PMS should therefore note that the building owners of 1C Grand Avenue have requested (i) a review of the parking restrictions at the western end of Grand Avenue, with the view to increase on-street parking, and (ii) a review of the parking in the median strip along Grand Avenue, with a view to increasing parking.

On behalf of the business owners, I would be grateful if this could be given some consideration.

Thanks  
Nick

---

**From:** Carla Bradley [<mailto:Carla.Bradley@beca.com>]

**Sent:** Monday, 16 December 2019 3:06 PM

**To:** Peter Keyes <[Peter.KEYES@tmc.transport.nsw.gov.au](mailto:Peter.KEYES@tmc.transport.nsw.gov.au)>; rsearle@cityofparramatta.nsw.gov.au; PLR Network Integration <[plr.integration@rms.nsw.gov.au](mailto:plr.integration@rms.nsw.gov.au)>; Frankie Passarelli <[Frankie.PASSARELLI@tmc.transport.nsw.gov.au](mailto:Frankie.PASSARELLI@tmc.transport.nsw.gov.au)>; Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>; Thomas1, Richard <[Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)>; Hawkins, Katherine <[Katherine.Hawkins@pcplr.com.au](mailto:Katherine.Hawkins@pcplr.com.au)>; Kennedy, Tara <[Tara.Kennedy@pcplr.com.au](mailto:Tara.Kennedy@pcplr.com.au)>; Chris Duffy <[Chris.Duffy@transport.nsw.gov.au](mailto:Chris.Duffy@transport.nsw.gov.au)>; Joshua Powell <[Joshua.Powell@transport.nsw.gov.au](mailto:Joshua.Powell@transport.nsw.gov.au)>; Nick Butler <[Nicholas.Butler@transport.nsw.gov.au](mailto:Nicholas.Butler@transport.nsw.gov.au)>; Williams, Jenny <[Jenny.Williams@pcplr.com.au](mailto:Jenny.Williams@pcplr.com.au)>

**Subject:** PLR Parking Strategy - Workshop 4 - Section 2 - Minutes

Sensitivity: General

Hi All,

Please find attached the minutes from the PLR Parking Management Strategy workshop held on the 18<sup>th</sup> November 2019 for the Parramatta CBD and Rosehill and Camellia Precincts.

Apologies for the delay in sending these through, it was something that slipped through the cracks when finalising the draft submission for the PLR Parking Management Strategy.

Note these were distributed as part of the PLR-TFNSW-PJT-PE-RPT-000019\_Rev 3.0 DRAFT.

If you believe amendments are required please let me know as soon as possible.

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

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## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-004667  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 10 January 2020, 09:00:03 AM +10:00 **Response required by:**

**To:** Carla Bradley, Beca

**CC:** Richard Thomas, CPB Downer Joint Venture  
Ian Veinot, CPB Downer Joint Venture  
Monica Yee, CPB Downer Joint Venture  
Katherine Hawkins, CPB Downer Joint Venture  
Peter Monsted, CPB Downer Joint Venture

**From:** Ravinder Kaur, CPB Downer Joint Venture

**Subject:** **FW: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

**Area:** **Work Package:** -

---

This mail item is received via EMAIL from PLRINF Document Controller on 2020-01-10 09:45:12 PM +11:00 and processed by Ravinder Kaur of CPB Downer Joint Venture on 2020-01-10 9:58:39 AM +11:00.

Hi Carla,  
FYI  
Regards  
Ravinder

**From:** PLRINF Document Controller<system@teambinder.com>  
**Sent:** Friday, 10 January 2020 09:45:15 AM  
**To:** PLRINF CPBDTeamBinder<plr1@tbupload.com>  
**Subject:** FW: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout



## General Correspondence

**Reference No.:** PLR-PLR1INF-CPBD-CPBD-CORR-000665

<https://ineight.cpbcon.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?mailBox=1&openMail=70600&tcKey=68c78e29-f13f-404c-97fc-...> 1/5

**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 09:44

**To:** PLRINF CPBDTeambinder, CPB Contractors and Downer EDI Works

**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Subject:** **FW: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

---

**Design Pkg:**

**Contract / Program:** Stage 1 Infrastructure Contract

**Discipline:** Environmental

**Location:**

----- Original Message -----



## General Correspondence

**Reference No.:** PLR-PLR1NF-TFNSW-CPBD-CORR-000858

**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 09:25

**To:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**From:** Nicholas Butler, Transport for NSW

**Subject:** **RE: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

---

Hi Carla

No further questions / issues from me re the Camellia and Carlingford sections within this document.

Thanks  
Nick

**Design Pkg:**

**Contract / Program:** Stage 1 Infrastructure Contract

**Discipline:** Environmental

**Location:**

----- Original Message -----





## General Correspondence

**Reference No.:** PLR-PLR1NF-CPBD-TFNSW-CORR-000903

**Project Title:** Parramatta Light Rail - Main Works

**Date:** 06 January 2020, 11:35

**Response Required by:** 10 January 2020

**To:** David Howarth, Transport for NSW  
Gillian Lehn, APP Corporation  
Peter Keyes, Transport Management Centre  
Frankie Passarelli, Transport Management Centre  
Joekarl Diaz, Transport for NSW  
Maziar Neyakivi, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Ivan Tcherkashnev, Health Administration Corporation  
Quinton Jubb, Transport for NSW  
Jody Gould, Transport for NSW  
Joshua Powell, Transport for NSW  
Chris Duffy, Transport for NSW  
Nicholas Butler, Transport for NSW  
Richard Searle, City of Parramatta  
RMS Integration, Roads and Maritime Services

**Cc:** Andrew Bennet, APP Corporation  
David Opperman, APP Corporation  
Judy Chan, APP Corporation  
Garry Lomas, CPB Contractors and Downer EDI Works  
Stewart Dunlop, CPB Contractors and Downer EDI Works  
Cyrus He, CPB Contractors and Downer EDI Works  
Craig Sampson, CPB Contractors and Downer EDI Works  
Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
Jonathan Dando, CPB Contractors and Downer EDI Works  
Juan Carlos Fernandez Sanchez, Transport for NSW  
Kavitha Dey, Transport for NSW  
Mark Favetta, Transport for NSW  
PLR Document Controller, Transport for NSW  
Jennifer Young, APP Corporation  
Robinson Nicoloso, CPB Contractors and Downer EDI Works  
Kurt Uebergang, CPB Contractors and Downer EDI Works  
PLR1NF CPBD Teambinder, CPB Contractors and Downer EDI Works  
Uma Chemudapati, CPB Contractors and Downer EDI Works  
Monica Chausson, CPB Contractors and Downer EDI Works  
Nipun Shahi, CPB Contractors and Downer EDI Works  
Anthony Pavitt, CPB Contractors and Downer EDI Works  
Christopher Adams, CPB Contractors and Downer EDI Works  
David Jackson, CPB Contractors and Downer EDI Works  
Suren Pakeri, CPB Contractors and Downer EDI Works  
Angus McDougall, CPB Contractors and Downer EDI Works  
Peter Monsted, CPB Contractors and Downer EDI Works  
Richard Thomas, CPB Contractors and Downer EDI Works  
Katherine Hawkins, CPB Contractors and Downer EDI Works  
David Saggerson, CPB Contractors and Downer EDI Works  
Brian Downey, CPB Contractors and Downer EDI Works  
Chad Bevan, CPB Contractors and Downer EDI Works  
Denise Corish, CPB Contractors and Downer EDI Works

<https://ineight.cpbcon.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?mailBox=1&openMail=70600&tcKey=68c78e29-f13f-404c-97fc-...> 3/5

**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works  
**Subject:** RE: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

Hi All,  
Please find attached document on behalf of Carla Bradley. See further message below from Carla.  
Regards  
Ravinder kaur

=====  
"Hi All,

Please find attached the Final Draft Revision of the Parking Management Strategy for the Infrastructure Delivery for review and comment closeout.

To make this review process and comment closeout easier only the Infrastructure Delivery report and associated consultation log has been provided. As previously indicated this document sits as part of the projectwide parking management strategy that includes the enabling works strategy completed by ARUP.

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision to address consultation comments can be easily identified.

Your comments have been captured in the consultation log, with responses indicated. To assist in reviewing the document I have provided the page number where you will be able to find the relevant consultation information:

- RMS and SCO: Page 316 of 440
- TfNSW: Page 328 of 440
- CoPC: Page 361 of 440
- ER: Page 373 of 440
- HAC: Page 377 of 440

Pages 1 to 168 are the main body of the strategy. Page 169 to 273 is Appendix and includes the survey data. Page 274 to 440 is the consultation log.

Your comments and/or close out of comments are requested by **COB Friday 10<sup>th</sup> January 2020**. You are welcome to send any early feedback or confirmation.

If you have no further comments and are satisfied that your comments have been addressed please send back confirmation of this acceptance to allow us to close out the strategy. We are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the strategy or process.  
Thankyou in advance for your input and assistance.

Regards,  
Carla Bradley"

---

**Design Pkg:** Contract / Program: Stage 1 Infrastructure Contract  
**Discipline:** Environmental Location:

**Attachments:** PLR1INF-BECA-ALL-TF-RPT-000001.01.C3.01.02.pdf

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**Discipline:** Environmental

**Originator's Reference No.:**

**Function:** EN-Environment

**File Location:** EN01-Correspondence





## Carla Bradley

---

**From:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Sent:** Tuesday, 14 January 2020 3:48 PM  
**To:** Carla Bradley  
**Subject:** Fw: Notification of New Mail

Hi Carla,

Please see below

Regards  
Joekarl

---

**From:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Sent:** Tuesday, 14 January 2020 3:06 PM  
**To:** PLRINF Document Controller <system@teambinder.com>  
**Subject:** Re: Notification of New Mail

Hi Carla,

I confirm that I am satisfied with the responses to my previous comments in the Parking Management Strategy document. No further comments.

Also, I am satisfied with keeping Table 3.2 in the Project Wide section.

Kind regards  
Joekarl

---

**From:** PLRINF Document Controller <system@teambinder.com>  
**Sent:** Friday, 10 January 2020 10:11 AM  
**To:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>  
**Subject:** Notification of New Mail

**You have received the following new mail in TeamBinder**

**Project Number:** PLRM  
**Project Title:** Parramatta Light Rail - Main Works

---

**Reference:** PLR-PLR1INF-CPBD-TFNSW-CORR-000923  
**Type:** CORR  
**Date:** 10 January 2020, 10:10  
**To:** Nicholas Butler, Transport for NSW

Quinton Jubb, Transport for NSW  
 Jody Gould, Transport for NSW  
 Maziar Neyakivi, Transport for NSW  
 David Howarth, Transport for NSW  
 Joshua Powell, Transport for NSW  
 Chris Duffy, Transport for NSW  
 Gillian Lehn, APP Corporation  
 Ivan Tcherkashnev, Health Administration Corporation  
 Peter Keyes, Transport Management Centre  
**Joekari Diaz, Transport for NSW**  
 RMS Integration, Roads and Maritime Services  
 Frankie Passarelli, Transport Management Centre  
 Richard Searle, City of Parramatta  
 Daryl Ninham, Roads and Maritime Services  
**CC:** Shannon Souksavong, Roads and Maritime Services  
 Brian Downey, CPB Contractors and Downer EDI Works  
 PLR Document Controller, Transport for NSW  
 Kavitha Dey, Transport for NSW  
 David Saggerson, CPB Contractors and Downer EDI Works  
 Suren Pakeri, CPB Contractors and Downer EDI Works  
 Katherine Hawkins, CPB Contractors and Downer EDI Works  
 Richard Thomas, CPB Contractors and Downer EDI Works  
 Fraser Leishman, Roads and Maritime Services  
 Cyrus He, CPB Contractors and Downer EDI Works  
 Robinson Nicoloso, CPB Contractors and Downer EDI Works  
 Kurt Uebergang, CPB Contractors and Downer EDI Works  
 Christopher Adams, CPB Contractors and Downer EDI Works  
 PLRINF CPBDTeamBinder, CPB Contractors and Downer EDI Works  
 Anthony Pavitt, CPB Contractors and Downer EDI Works  
 Nipun Shahi, CPB Contractors and Downer EDI Works  
 Monica Chausson, CPB Contractors and Downer EDI Works  
 Angus McDougall, CPB Contractors and Downer EDI Works  
 David Jackson, CPB Contractors and Downer EDI Works  
 Judy Chan, APP Corporation  
 Chad Bevan, CPB Contractors and Downer EDI Works  
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 Denise Corish, CPB Contractors and Downer EDI Works  
 Jonathan Dando, CPB Contractors and Downer EDI Works  
 Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
 Jennifer Young, APP Corporation  
 Andrew Bennet, APP Corporation  
 David Opperman, APP Corporation  
**Subject:** **REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail – Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**  
**From:** **PLRINF Document Controller, CPB Contractors and Downer EDI Works**  
**Original Reference:**

Hi All, Please see reminder below on half of Carla Bradley. Regards Ravinder  
 ===== "Hi all, Please note that today is the  
 final opportunity for comments on the final draft parking management strategy (sent on Monday PLR-PLR1NF-

CPBD-TFNSW-CORR-000903) prior to submission to the ER on the 14th January 2020. Can you please review advise whether you have any further comments on the final draft of the strategy. If there are .....

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## Carla Bradley

---

**From:** Joshua Powell <Joshua.Powell@transport.nsw.gov.au>  
**Sent:** Tuesday, 14 January 2020 4:10 PM  
**To:** Carla Bradley  
**Cc:** Diaz, Joekarl; Juliana Stackpool  
**Subject:** RE: PLR Parking Management Strategy Comments

Hi Carla,

Thank you for considering my feedback, no further information required.

I would like to note, as no consultation report has been provided, I was unable to review how each affected business/resident feedback was incorporated within the PMS. Perhaps I had missed it, although I could not locate an event within Consultation Manager for this engagement.

Kind regards,  
Josh Powell  
Place Manager – Parramatta CBD  
Parramatta Light Rail  
Infrastructure and Place  
Transport for NSW

M 0466 523 526  
Level 10, 130 George Street, Parramatta NSW 2150



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Use public transport... plan your trip at [transportnsw.info](http://transportnsw.info)

---

**From:** Carla Bradley [mailto:Carla.Bradley@beca.com]  
**Sent:** Thursday, 19 December 2019 10:46 AM  
**To:** Joshua Powell <Joshua.Powell@transport.nsw.gov.au>  
**Cc:** Diaz, Joekarl <Joekarl.Diaz@transport.nsw.gov.au>; Thomas1, Richard <Richard.Thomas1@pcplr.com.au>; Veinot, Ian <Ian.Veinot@pcplr.com.au>; Yee, Monica <Monica.Yee@pcplr.com.au>; Hawkins, Katherine <Katherine.Hawkins@pcplr.com.au>  
**Subject:** PLR Parking Management Strategy Comments

Sensitivity: General

Hi Josh,

Thanks for your comments on the Parking Management Strategy. I have gone through and addressed these comments and/or provided an appropriate response. Please see below for the tabulated comments and responses. Can you please let me know if you require further information to close out your comments?

Note that I have cc'd in Kath Hawkins who would be appropriate to talk to regarding details on the consultation.



| Reference | Comment                                                                                                                                       | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Parking Management Strategy reference location |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.15      | How is this consultation undertaken? I have not seen a survey or report that methodically assesses each business' concerns regarding parking. | <p>Information from PC Communications regarding consultation methodology and details of when consultation has been carried out provided.</p> <p>Consultation is undertaken preferably face to face by the PCPLR Communications and Engagement Team often accompanied by a construction supervisor. Where the appropriate stakeholder is not available, details have been left seeking for contact to be made. When this occurs, consultation occurs via phone discussion.</p> <p>It should also be noted that conversations regarding parking are ongoing in nature as the team continued to be out and about engaging with our stakeholders. This information has been fed through to the parking management strategy team.</p> <p>All information gleaned during these consultations is entered into consultation manager, inclusive of any concerns that may be raised intrinsic to that particular location. Extracts are able to be provided upon request.</p> | Section 2.3                                    |
| 1.16      | What feedback? Where is this report?                                                                                                          | See comment 1.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Section 2.3                                    |
| 1.17      | Does this include private carpark operators?                                                                                                  | No, Table 3.20 only includes the council operated car parks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Table 3.20                                     |

| Reference | Comment                                                                                                  | How addressed                                                                                                                                                                                                                                                                                                                                                                                                    | Parking Management Strategy reference location                                  |
|-----------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| 1.18      | How is maintaining parking on George/Phillip streets accommodating the loss of parking on Church Street? | Paragraph updated for clarity.<br>Loss of parking from Church Street has been relocated based on Table 6.5 of the PLR Operation Traffic and Transport Technical Assessment Report. Key accessibility and servicing restrictions have been relocated.                                                                                                                                                             | Section 3.3.5                                                                   |
| 1.19      | Check these parking signs with DWJV, I suspect these have changed.                                       | Restrictions were based on the latest available DWJV signage plans (dated 15.10.2019) provided in late October.<br><br>Aware there have been some changes made since implementation, however understand that the key parking restrictions providing accessibility and servicing functions have generally remained the same. The changes are anticipated to affect short-term and long-term parking restrictions. | Table 3.23                                                                      |
| 1.20      | What are the parking relocation requirements? What is this consultation and where is it provided?        | The parking relocation requirements are covered in the project wide covering document which has been based on the parking hierarchy developed as part of the EIS. The hierarchy is as follows: disability parking, servicing/loading, car share, short-stay, long-stay and then any other.<br><br>Refer to comment 1.15 above for consultation information.                                                      | Section 3.3.5.2 – Church St<br>Figure 2-3 of the Project Wide covering document |



| Reference | Comment                                                                                                                                                                                                                                              | How addressed                                                                                                                                                                                                                                                                                                                                                                              | Parking Management Strategy reference location |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.21      | <p>Has any assessment been undertaken to determine if rear lanes can be optimised?</p> <p>I am aware Council investigated making Freemasons Arms Lane 1-direction to provide additional loading zones. Has Parramatta Connect investigated this?</p> | <p>For the parking strategy additional loading in Freemasons Arms Lane would be beneficial to the strategy. This is not a direct impact from the project and as it is not a loss but would rather improve loading it is not required to be covered by the strategy.</p> <p>This is to be followed up with the communications team to understand if this is being further investigated.</p> | Section 3.3.5.2 – Church St                    |
| 1.22      | Are these 1/4P opportunities specifically requested from Businesses?                                                                                                                                                                                 | The relocation of this 1/4P parking is as per Table 6.5 of the PLR Operation Traffic and Transport Technical Assessment Report.                                                                                                                                                                                                                                                            | Section 3.3.5.2 – Church St                    |
| 1.23      | Absorbed into which CBD car park? I note some are anticipated to close.                                                                                                                                                                              | To be absorbed into the Eat St carpark, which remains open.                                                                                                                                                                                                                                                                                                                                | Section 3.3.5.2 – Church St                    |
| 1.24      | Does traffic modelling support this anticipation?                                                                                                                                                                                                    | Not required for strategy, understand that all carparks would have had traffic modelling previously done based on their full capacity at time of DA approval.                                                                                                                                                                                                                              | Section 3.3.5.2 – Church St                    |
| 1.25      | Check if this remains true with final signposting and linemarking plans. I note there was a reduction of one space at barrack lane to improve line of sight for westbound traffic.                                                                   | <p>See comment 1.19 above.</p> <p>It has been confirmed that with the 1-space reduction the total amount of loading zones in George St has still increased from the number available prior to the enabling works changes being implemented.</p>                                                                                                                                            | Section 3.3.5.2 – George St                    |
| 1.26      | Show exactly where these loading zones are located. I note page 76 states 3 loading zone spaces on George street, west of church, will need to be relocated during construction due to barrier transitions.                                          | <p>Locations as shown in Figure 3.50</p> <p>Noted, however that during construction when barrier shifts are in place this is reduced to 5 spaces within 100m.</p>                                                                                                                                                                                                                          | Section 3.3.5.2 – George St<br>Figure 3.50     |

| Reference | Comment                                                         | How addressed                                                                                                                                                                                                                                                         | Parking Management Strategy reference location |
|-----------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.27      | Check with Frankie if this bus zone reduction is supported.     | This bus stop removal is as per Appendix J of the SPR.                                                                                                                                                                                                                | Section 3.3.5.2 – George St                    |
| 1.28      | Check final signposting and linemarking arrangements with DWJV. | See comment 1.19 above.                                                                                                                                                                                                                                               | Section 3.3.5.2 – George St                    |
| 1.29      | The taxi zone services the entire Justice Precinct.             | Noted, this is a temporary relocation during construction. It is to be located approximately 180 metres west of its current location and will continue to service the entire Justice Precinct.<br><br>NSW Taxi Council have indicated they do not oppose this change. | Section 3.3.5.2 – George St                    |

The above will all be captured in the consultation log submitted as part of the parking management strategy.

Regards,  
Carla Bradley

Transportation Engineer  
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Phone: +61 2 8216 4500  
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# City of Parramatta Council

Table A - 5: Log of consultation with CoPC as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                                  |
|----------|------------|-------------------|-----------------------------------------------------|
| In       | 01/08/2019 | Consultation      | Meeting minutes captures discussions                |
| In       | 12/09/2019 | Consultation      | Meeting minutes captures discussions                |
| Out      | 19/09/2019 | Teambinder        | Issue of Draft PMS for review                       |
| Out      | 08/10/2019 | Teambinder        | Issue of Second Draft PMS for review                |
| Out      | 15/10/2019 | Email             | Follow up request for comments                      |
| Out      | 16/10/2019 | Phone             | R. Thomas contacted S. Sharmeen to request comments |
| In       | 14/11/2019 | Consultation      | Meeting minutes captures discussions                |
| In       | 18/11/2019 | Consultation      | Meeting minutes captures discussions                |
| Out      | 03/12/2019 | Teambinder        | Issue of Section 1 and 2 Draft PMS for review       |
| Out      | 12/12/2019 | Teambinder        | Reminder for close of review period                 |
| Out      | 16/12/2019 | Phone             | C. Bradley contacted R. Searle to request comments  |
| In       | 18/12/2019 | Teambinder        | Comments                                            |
| Out      | 19/12/2019 | Teambinder        | Responses                                           |

|     |            |            |                                                           |
|-----|------------|------------|-----------------------------------------------------------|
| In  | 19/12/2019 | Teambinder | Additional comments                                       |
| Out | 06/01/2020 | Teambinder | Issue of Final Draft PMS for review and comment close out |
| Out | 10/01/2020 | Teambinder | Reminder for close of review period                       |
| Out | 10/01/2020 | Teambinder | Responses to additional comments                          |
| In  | 10/01/2020 | Email      | Final comment                                             |
| Out | 10/01/2020 | Phone      | C. Bradley contact R. Searle for further clarification    |
| Out | 10/01/2020 | Email      | Response to final comment                                 |
| In  | 10/01/2020 | Email      | Confirmation of no further comments                       |

Table A - 6: Log of issues raised by CoPC as per A5 (d) and (e)

| Reference | Comment                                                                                                                                                     | How addressed                                                                                                                                                                                                                                                  | Parking Management Strategy reference location                                                                                      |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| 1.01      | During workshop request was made to provide opportunities for set down and pick up areas during construction for the replacement bus stops.                 | Noted and incorporated into report submission. No parking (kiss and ride) provided at Carlingford in Loyds Avenue, Dundas in Calder Road and in Valentine Avenue for T6 replacement bus stops. Existing provision or available areas at Telopea and Rydalmere. | Carlingford - Figure 3.6<br>Telopea - Figure 3.12<br>Dundas - Figure 3.23<br>Rydalmere - Figure 3.29<br>Valentine Ave - Figure 3.37 |
| 1.02      | Indicated the existing streets in Westmead only have 2-hour parking restriction on one side and unrestricted on the other. Parking should remain like this. | Parking checked no site and maps updated appropriately to reflect site restrictions.                                                                                                                                                                           | Section 3.1.4 and Section 3.1.5                                                                                                     |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Parking Management Strategy reference location                                                                             |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| 1.03      | Questioned the extent of one-way operation on Queens Road, particularly how wedding and funeral vehicles would be able to access the no parking area outside the Church.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Parramatta Connect directly consulting with Westmead Church to understand their requirements. Further discussion with design team required following consultation inputs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | N/A                                                                                                                        |
| 1.04      | Questioned the removal of parking at George Street at its intersection with Purchase Street. Requested that parking be provided here if possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Parramatta Connect following up with design team to understand design requirements and if parking can be provided here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                                                                                        |
| 1.05      | At a meeting with CoPC which covered stop kiss and ride locations, Council representatives suggested a kiss and ride (no parking) space(s) on the north side Macquarie St east of Argus Lane, by means of an indented bay, subject to swept path analysis. Reference to this suggestion and its outcome seems to be missing. This suggested kiss and ride location would serve the Harris St stop. Page 91 of the Strategy notes the Harris St stop kiss and ride will be provided on Hassall St and be shared as a kiss and ride location with nearby Rowland Hassall School. No mention is made if the capacity of this provision is suitable. | <p>This option was reviewed by the design team following the meeting with CoPC. Due to the width of the footpath and the swept path, council's proposed location was not viable.</p> <p>This was communicated to council as part of our kiss and ride Memo back in late July, early August (PLR1INF-WSPA-ALL-RW-MEM-510003). Council has since provided us with comments in August (PLR1ALL-COP-ALL-PV-COM-000001.A.A2) wherein this location was not mentioned.</p> <p>Kiss and Ride is also provided in George St east of Argus Lane in addition to the kiss and ride in Hassall St to service the Harris St stop. A new No Parking during school hours is provided in Harris St to provide for the Rowland Hassall School, this is in addition to the Kiss and Ride.</p> | <p>Figure 3.64</p> <p>Section 3.3.8.2 – George Street (Harris Street to Argus Lane)</p> <p>Section 3.3.9.2 – End State</p> |



| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | How addressed                                                                                                                                                                                                                                                                                                                                                                                    | Parking Management Strategy reference location                              |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 1.06      | Pages 96 mentions that parking losses associated with George St east of Harris St "will either be distributed into the surrounding network or into the multi-level carparks." The feasibility of this is questioned given the nearest remaining multi-level council car park in 2023 will be the Eat Street Car Park, which will be a distance of 1.4km. Is this distance suitable given a distance of 900m from Fennell St of 900m to the closest multi-level car park (Riverside) "may not be suitable as a suggested mitigation." (same Strategy, page 48)? | It is anticipated that vehicles currently using the 10-hour parking in George St east of Harris Street are anticipated to be parking here and accessing the CBD. The use of the CBD car parks will therefore decrease walking distances, however may have an increased cost.<br><br>Users of the Fennell St carpark are anticipated to generally be accessing the businesses in North Parramatta | Section 3.3.10.2                                                            |
| 1.07      | A number of changes are proposed for taxi zones, but there appears no consultation was undertaken with taxi industry representatives - please provide evidence of consultation with the Taxi Industry,                                                                                                                                                                                                                                                                                                                                                         | Consultation with NSW Taxi Council has been carried out during this consultation period. Changes have been accepted by NSW Taxi Council and comments captured in the consultation log.                                                                                                                                                                                                           | This consultation log                                                       |
| 1.08      | The Strategy has a front cover date of November 2019, however its revision history includes a revision dated 2 December 2019 - please confirm the correct date.                                                                                                                                                                                                                                                                                                                                                                                                | Noted. This was an error and overlooked for the submission. Date to be corrected.                                                                                                                                                                                                                                                                                                                | Cover Page                                                                  |
| 1.09      | Fennell Street carpark has 121 spaces (incorrectly recorded as 115 or 116 spaces). This will change the space numbers of North Parramatta - please confirm correct number of spaces.                                                                                                                                                                                                                                                                                                                                                                           | Noted, survey data provided to be updated to reflect the correct number of spaces. Analysis will be reviewed to consider this adjustment.                                                                                                                                                                                                                                                        | Section 3.2.1 and Table 3.10<br>Section 3.2.5 and Table 3.14<br>Figure 3.35 |



| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Parking Management Strategy reference location |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.10      | <p>Consultation for changes to parking restrictions should follow a similar protocol to that of CoPC, ie, include letters that are enveloped and individually addressed to directly affected businesses and residents. The letters should clearly show sufficient details regarding the exact changes to parking restrictions that are occurring which affects them. For example, should a Loading Zone be relocated, all businesses within the block that the Loading Zone services should be advised clearly with the letter showing exactly where the zone is being moved to. Copies of the consultation letters to be issued to residents/businesses, including a map showing exactly where these letters will be delivered to, should be provided to Council for information. Church Street loss of loading bays is relevant in this regard.</p> | <p>Noted, Parramatta Connect will work with CoPC regarding all parking restriction changes. The community notifications will include parking changes and indicate where parking has been relocated or alternative parking locations. These are provided to affected businesses and residents a minimum of 7 days prior to work beginning and parking changes being implemented. Additional consultation with businesses and residents regarding parking is also included in project newsletters, emails and the bi-monthly update.</p> | N/A                                            |
| 1.11      | <p>All regulatory signage installed as part of PLR works should include a sticker on the back of the signs that states the date the sign was installed and also a PLR contact phone number. This is to ensure that Council Rangers provide a standard grace period following the installation of the new sign and that community members are able to contact the organisation that is responsible for the change to find out further information if required.</p>                                                                                                                                                                                                                                                                                                                                                                                     | <p>Noted, parking signage to be installed with installation date on the back. The inclusion of the PLR contact phone number is not standard and will not be provided. The corflute signs that would be installed prior to the removal of the car park spaces in the area would have the relevant information on them and would be left in place for a couple of weeks post parking changes. These signs will allow council rangers and community members to understand when the changes were made and by who.</p>                      | N/A                                            |

| Reference | Comment                                                                                                                                                                                                                                                                                                            | How addressed                                                                                                                                                                                                                                                                                                                                                                                                           | Parking Management Strategy reference location                   |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| 1.12      | The impact on the availability of on-street parking will extend to indirectly affected residents and businesses near the light rail corridor. As such, all residents and business within the affected areas should be consulted and that the extent of changes communicated to them accurately.                    | Consultation has been carried out with affected residents and businesses on and near the light rail corridor. The broader area of adjacent businesses and residents is 150m for notification and other issues of significance. Changes are to be communicated as noted above through the community notifications process.                                                                                               | N/A                                                              |
| 1.13      | To note, page 31 makes reference to the removal of a 'Loading Zone' in Hainsworth Street. This 'Loading Zone' was approved in DI 112 29 for the Westmead Children's Hospital to service the Kid's Corner Café.                                                                                                     | Consultation with the Kid's Corner Café indicated that they currently mount the kerb for deliveries and do not use the loading zone. The closest possible relocation for the loading zone is over 200 metres away in either Jessie St or Park Ave, as a result the existing loading zone is removed and not replaced.                                                                                                   | Section 3.1.5.2 – Hainsworth Street and Park Avenue              |
| 1.14      | The existing Loading Zone in Church Street north of Parramatta River was previously installed at the request of the Heritage Centre and was recently removed in favour of 1/4P at the request of the centre.                                                                                                       | Noted in strategy.                                                                                                                                                                                                                                                                                                                                                                                                      | Section 3.3.4.2 – Church Street (Victoria Road to Lennox Bridge) |
| 1.15      | The removal of parking in Church Street will have a direct impact on the Parramatta Information and Heritage Centre particularly in regards to deliveries of exhibition items. The Parking Management Strategy needs to take this under consideration and work with the centre to develop an appropriate solution. | The existing 1/4P parking is to be relocated to the closest possible location in Palmer Street. A Loading Zone (outside school drop off and pick up hours) is installed in Market St to accommodate the loss of the loading zone on Church Street. The Parramatta Connect comms team will continue to work with the Parramatta Information and Heritage Centre to communicate these changes and take on board feedback. | Section 3.3.4.2                                                  |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                  | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Parking Management Strategy reference location |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.16      | <p>Note: The conversion of Palmer Street to eastbound only will likely have an impact on the residential properties in Sorrell Street and Lamont Street as there is a left only at the intersection of Sorrell and Victoria which will become the only way out of the area. It is noted that this is currently being revised in the Parking and Management Strategy.</p> | <p>This is noted as a potential change to the strategy, the conversion of Palmer St to eastbound only is a design issue to be resolved. Comment passed onto the design team, and it is suggested CoPC should raise this further in the design reviews.</p>                                                                                                                                                                                                                                                                                                                   | Section 3.3.4.2                                |
| 1.17      | <p>The removal of the commuter car park will have an impact on local businesses in the area as this parking is also used by customers of those businesses. Consultation with these businesses is required and the extent of changes needs to be communicated with them.</p>                                                                                              | <p>The local business community should not be relying on the commuter car park for their trade and any parking here by customers is opportunistic. The strategy indicates there is sufficient parking capacity within the surrounding area to accommodate the loss of the commuter car park. All businesses received a minimum of three notifications that addressed the changes to the stations and closure of the commuter car parks. Parramatta Connect will doorknock the local businesses in coming weeks to provide construction updates and discuss any concerns.</p> | Section 3.5.3.2<br>Table 3.38 and Table 3.39   |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Parking Management Strategy reference location |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.18      | <p>One of the major concerns that we have is the number of loading zones within the CBD during the construction and end states. In particular, loading zones to the west of Church St on Phillip St. We note that there would potentially be changed access and restrictions to Lennox Lane in the future and therefore those business on the western side of Church St would need alternative loading zones and the current ones provided on Phillip St do not look adequate to deal with this.</p> | <p>The work by Parramatta Connect relocates the existing loadings zones from Church Street and maintains (if not exceeds) the existing number of loading zones during construction and end state. The existing Loading Zones (combined with 2-hour parking) on Church Street north of Phillip Street are proposed to be relocated into Phillip Street east of Church Street near Erby Place, which is the closest possible relocation. Note there is an existing full-time loading zone located here already. To date, the consultation with the properties on Church Street north of Phillip Street have not indicated any concerns regarding this proposed relocation.</p> <p>Lennox Lane is out of scope for Parramatta Connect, and covered by the DA for The Lennox. It is understood that in the end state this lane would provide rear lane access for properties on the western side of Church Street north of Phillip Street. Information from The Lennox Project Team indicated this rear lane access may be available as early as April 2020 through the ground floor of the building. However, during construction when this access lane is not available Parramatta Connect will explore the option to provide a loading zone in Phillip Street to the west of Church Street (in the existing left turn lane that is not required once traffic is removed from Church Street) when possible. This loading zone will be in addition to the existing condition and will be covered through the TMP process.</p> | Section 3.3.5.2 – Church Street                |

**Carla Bradley**

---

**From:** Thomas1, Richard <Richard.Thomas1@pcplr.com.au>  
**Sent:** Tuesday, 15 October 2019 3:52 PM  
**To:** Saniya Sharmeen; Ian Taylor  
**Cc:** Carla Bradley  
**Subject:** Parking Study Comments

Hi Saniya/ Ian,

Today is the last day we had open for comments on the Carlingford section of the parking study.

I appreciate you have probably been working to provide feedback on the designs for the T6 bus replacement bus stops, but if there are any further comments on the study draft report, could you please send these through today.

If you are not planning to provide any comments, if you could possibly reply to let us know that would be much appreciated.

Thanks for your help,

**Richard Thomas**  
Interim Traffic Manager  
Parramatta Light Rail Infrastructure - Stage 1 Works



Level 2, 81 George St Parramatta  
M 0427 909 651  
E [Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)

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## General Correspondence

**Reference No.:** PLR1-GEN-BECA-000102  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 19 December 2019, 10:07:42 AM +10:00 **Response required by:** 19 December 2019  
**To:** Surya Rajaparti, CPB Downer Joint Venture  
**CC:** Ravinder Kaur, CPB Downer Joint Venture  
 Viviane Lambreton, Beca  
 Peter Monsted, CPB Downer Joint Venture  
 Richard Thomas, CPB Downer Joint Venture  
 Ian Veinot, CPB Downer Joint Venture  
**From:** Carla Bradley, Beca  
**Subject:** **RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**  
**Area:** **Work Package: -**

---

Hi Surya,

Can the below responses please be provided back to CoPC?

- Page 84, Figure 3.63: Macquarie Street (Smith Street to Harris Street) - Construction Parking Conditions. At a meeting with City of Parramatta Council (CoP) which covered stop kiss and ride locations, Council representatives suggested a kiss and ride (no parking) space(s) on the north side Macquarie St east of Argus Lane, by means of an indented bay, subject to swept path analysis. Reference to this suggestion and its outcome seems to be missing. This suggested kiss and ride location would serve the Harris St stop. Page 91 of the Strategy notes the Harris St stop kiss and ride will be provided on Hassall St and be shared as a kiss and ride location with nearby Rowland Hassall School. No mention is made if the capacity of this provision is suitable. This option was reviewed by the design team following the meeting with CoPC. Due to the width of the footpath and the swept path, council's proposed location was not viable. This was communication to council as part of our kiss and ride Memo back in late July, early August (PLR1INF-WSPA-ALL-RW-MEM-510003). Council has since provided us with comments in August (PLR1ALL-COP-ALL-PV-COM-000001.A.A2) wherein this location was not mentioned. Kiss and Ride is also provided in George St east of Argus Lane in addition to the kiss and ride in Hassall St to service the Harris St stop. A new No Parking during school hours is provided in Harris St to provide for the Rowland Hassall School, this is in addition to the Kiss and Ride.
- Pages 96 mentions that parking losses associated with George St east of Harris St "will either be distributed into the surrounding network or into the multi-level carparks." The feasibility of this is questioned given the nearest remaining multi-level council car park in 2023 will be the Eat Street Car Park, which will be a distance of 1.4km. Is this distance suitable given a distance of 900m from Fennell St of 900m to the closest multi level car park (Riverside) "may not be suitable as a suggested mitigation ." (same Strategy, page 48)?

It is anticipated that vehicles currently using the 10-hour parking in George St east of Harris Street are anticipated to be parking here and accessing the CBD. The use of the CBD car parks will therefore decrease walking distances, however may have an increased cost.

Users of the Fennell St carpark are anticipated to generally be accessing the businesses in North Parramatta.

- A number of changes are proposed for taxi zones, but there appears no consultation was undertaken with taxi industry representatives - please provide evidence of consultation with the Taxi Industry. Consultation with NSW Taxi Council has been carried out during this consultation period. Changes have been accepted by NSW Taxi Council and comments captured in the consultation log.
- The Strategy has a front cover date of November 2019. however its revision history includes a revision dated 2 December 2019 - please confirm the correct date. Noted. This was an error and overlooked for the submission. Date to be corrected.
- Fennell Street carpark has 121 spaces (incorrectly recorded as 115 or 116 spaces). This will change the space numbers of North Parramatta - please confirm correct number of spaces. Noted, survey data provided to be updated to reflect the correct number of spaces. Analysis will be reviewed to consider this adjustment.

Kind Regards,  
 Carla Bradley

---

**Discipline:** Environmental

**Originator's Reference No.:**

**Function:** EN-Environment

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File Location: EN01-Correspondence

----- Original Message -----

Parramatta Connect

General Correspondence

Reference No.: PLR1-GEN-CPBDJV-004513  
Project Title: PLR Stage 1 Infrastructure Contract

---

Date: 18 December 2019, 01:23:34 PM +10:00 Response required by:  
To: Carla Bradley, Beca  
Viviane Lambreton, Beca  
Peter Monsted, CPB Downer Joint Venture  
Richard Thomas, CPB Downer Joint Venture  
Ian Veinot, CPB Downer Joint Venture  
From: Surya Rajaparti, CPB Downer Joint Venture  
Subject: FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment  
Area: Work Package: -

---

This mail item is received via EMAIL from PLRINF Document Controller on 2019-12-18 02:19:58 PM +11:00 and processed by Surya Rajaparti of CPB Downer Joint Venture on 2019-12-18 2:21:22 PM +11:00.

Hi Carla,

Please check the information below.

Kind Regards  
Surya

=====  
**From:** PLRINF Document Controller <system@teambinder.com>  
**Sent:** Wednesday, 18 December 2019 02:20:00 PM  
**To:** PLRINF CPBDTeamBinder <plr1@tbupload.com>  
**Subject:** FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment



**General Correspondence**

Reference No.: PLR-PLR1ALL-CPBD-CPBD-CORR-000066 Originator's Reference No.: PLR-PLR1ALL-COP-CPBD-LETTER-000001  
Project Title: Parramatta Light Rail - Main Works

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**Date:** 18 December 2019, 14:19  
**To:** PLR1NF CPBDTeambinder, CPB Contractors and Downer EDI Works  
**From:** PLR1NF Document Controller, CPB Contractors and Downer EDI Works  
**Subject:** FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

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**Design Pkg:** **Contract / Program:** Stage 1 Project Wide  
**Discipline:** Civil **Location:**

— Original Message —

18 December 2019, 10:41

Reference No.: **PLR-PLR1ALL-COP-CPBD-LETTER-000001**

CPB Contractors and Downer EDI Works

Attention: PLR1NF Document Controller

**Project Name Parramatta Light Rail - Main Works**  
**RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**

Dear All

CoP comments regarding abovementioned Parking Management Strategy:

1. Page 84, Figure 3.63: Macquarie Street (Smith Street to Harris Street) - Construction Parking Conditions. At a meeting with City of Parramatta Council (CoP) which covered stop kiss and ride locations, Council representatives suggested a kiss and ride (no parking) space(s) on the north side Macquarie St east of Argus Lane, by means of an indented bay, subject to swept path analysis. Reference to this suggestion and its outcome seems to be missing. This suggested kiss and ride location would serve the Harris St stop. Page 91 of the Strategy notes the Harris St stop kiss and ride will be provided on Hassall St and be shared as a kiss and ride location with nearby Rowland Hassall School. No mention is made if the capacity of this provision is suitable.
2. Pages 96 mentions that parking losses associated with George St east of Harris St " .will either be distributed into the surrounding network or into the multi-level carparks." The feasibility of this is questioned given the nearest remaining multi-level council car park in 2023 will be the Eat Street Car Park, which will be a distance of 1.4km. Is this distance suitable given a distance of 900m from Fennell St of 900m to the closest multi level car park (Riverside) " . may not be suitable as a suggested mitigation ." (same Strategy, page 48)?
3. A number of changes are proposed for taxi zones, but there appears no consultation was undertaken with taxi industry representatives - please provide evidence of consultation with the Taxi Industry,
4. The Strategy has a front cover date of November 2019, however its revision history includes a revision dated 2 December 2019 - please confirm the correct date.
5. Fennell Street carpark has 121 spaces (incorrectly recorded as 115 or 116 spaces), This will change the space numbers of North Parramatta - please confirm correct number of spaces.

Richard, are you able to confirm the matters in dot points 3 - 5 please

Ian Taylor  
Senior Engineering & Project Manager  
(02) 9806 8484

City of Parramatta  
Level 11, 126 Church Street, Parramatta NSW 2150  
PO Box 32, Parramatta, NSW 2124  
cityofparramatta.nsw.gov.au  
Project Reference No: **PLR-PLR1ALL-COP-CPBD-LETTER-000001**

To: PLR1NF Document Controller (CPBD)  
Cc: PLR Document Controller (TFNSW)

<https://ineight.cpbcon.com.au/TeamBinder191103/MailReg/tbMailDetailView.aspx?mailBox=2&openMail=7569&tcKey=8d42aaff-a112-4db8-bb1c-f...> 3/6

Original Message



## Document

**Project Number :** PLRM **Project Name :** No: PLRM-CPBD-TFNSW-TX-000466  
**Project Name :** Parramatta Light Rail - Main Works  
**Date :** 03 December 2019 03:21 PM  
**Subject :** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment  
**Reason for Issue :** Issued For Review  
**Message :**

Dear All,

Please find attached TfNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy Report including appendices issued for stakeholder review and comment on behalf of Richard Thomas & Carla Bradley.

Please see further message from Carla below.

Kind regards,

Ravinder Kaur  
=====

Hi All,

Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Parking Management Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precincts in relation to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infrastructure Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and associated impacts of the T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October.

The report structure is as follows:

- PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering report and describes the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.
- The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the draft document. There have been no further updates to this section since the submission of Revision 2.0
- PLR1INF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management strategy sits as Appendix B and is the focus on this review

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be easily identified. However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia (excluding Grand Avenue North) were not previously submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Your comments are requested by **COB Monday 16<sup>th</sup> December** (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.

Please don't hesitate to get in touch with Carla Bradley (Carla.Bradley@beca.com) if you would like to discuss any aspect of the strategy or process. Thankyou in advance for your input and assistance.

Regards  
Carla Bradley  
=====



Your Response is required by 16 December 2019

**Transmitted to:**

| Company                           | Name               |
|-----------------------------------|--------------------|
| Transport for NSW                 | David Howarth      |
| APP Corporation                   | Gillian Lehn       |
| Transport Management Centre       | Peter Keyes        |
| Transport Management Centre       | Frankie Passarelli |
| Transport for NSW                 | Joekarl Diaz       |
| Transport for NSW                 | Maziar Neyakivi    |
| Roads and Maritime Services       | Daryl Ninham       |
| Health Administration Corporation | Ivan Tcherkashnev  |
| Transport for NSW                 | Quinton Jubb       |
| Transport for NSW                 | Jody Gould         |
| Transport for NSW                 | Joshua Powell      |
| Transport for NSW                 | Chris Duffy        |
| Transport for NSW                 | Nicholas Butler    |
| City of Parramatta                | Richard Searle     |
| Roads and Maritime Services       | RMS Integration    |

**Transmitted cc:**

| Company                              | Name                          |
|--------------------------------------|-------------------------------|
| APP Corporation                      | Andrew Bennet                 |
| APP Corporation                      | David Opperman                |
| APP Corporation                      | Judy Chan                     |
| CPB Contractors and Downer EDI Works | Garry Lomas                   |
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLRINF CPBD Teambinder        |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLRINF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunalayan            |

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|                                      |                   |
|--------------------------------------|-------------------|
| CPB Contractors and Downer EDI Works | David Jackson     |
| CPB Contractors and Downer EDI Works | Suren Pakeri      |
| CPB Contractors and Downer EDI Works | Angus McDougall   |
| CPB Contractors and Downer EDI Works | Peter Monsted     |
| CPB Contractors and Downer EDI Works | Richard Thomas    |
| CPB Contractors and Downer EDI Works | Katherine Hawkins |
| CPB Contractors and Downer EDI Works | David Saggerson   |
| CPB Contractors and Downer EDI Works | Brian Downey      |
| CPB Contractors and Downer EDI Works | Chad Bevan        |
| CPB Contractors and Downer EDI Works | Denise Corish     |

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Click on Document Nos to download them individually.

| Item | Document No                                   | Rev | Sts | Title                                                                                                                                                             | It Doc Num e | Desi n c e No |
|------|-----------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------|
| 1    | <a href="#">PLR1NF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2 Infrastructure Delivery   Parramatta Light Rail - Stage 1 (SSI-8285)                                                        |              |               |
| 2    | <a href="#">PLR1NF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy - Stage 2   Infrastructure Delivery   Parramatta Light Rail - Stage 1 |              |               |

**T nsmitted y:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

Discipline: Environmental

Originator's Reference No.:

Function:EN-Environment  
File Location:EN01-Correspondence

## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-004668  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 10 January 2020, 09:01:45 AM +10:00 **Response required by:**  
**To:** Carla Bradley, Beca  
**CC:** Richard Thomas, CPB Downer Joint Venture  
Monica Yee, CPB Downer Joint Venture  
Katherine Hawkins, CPB Downer Joint Venture  
Peter Monsted, CPB Downer Joint Venture  
**From:** Ravinder Kaur, CPB Downer Joint Venture  
**Subject:** **FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**  
**Area:** **Work Package:** -

---

This mail item is received via EMAIL from PLRINF Document Controller on 2020-01-10 09:56:12 PM +11:00 and processed by Ravinder Kaur of CPB Downer Joint Venture on 2020-01-10 10:00:17 AM +11:00.

Hi Carla,  
FYI, your response sent to Ian Taylor,  
copy of correspondence below.  
Regards  
Ravinder

---

**From:** PLRINF Document Controller<system@teambinder.com>  
**Sent:** Friday, 10 January 2020 09:56:14 AM  
**To:**  
**Cc:** Richard Searle<rsearle@cityofparramatta.nsw.gov.au>, Richard Thomas<Richard.Thomas1@pcplr.com.au>, Ian Veinot<Ian.Veinot@pcplr.com.au>, Monica Yee<Monica.Yee@cpbcon.com.au>, PLRINF CPBDTeambinder<cpl1@tbupload.com>  
**Subject:** FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

Parramatta  
Connect

## General Correspondence

**Reference No.:** PLR-PLR1ALL-CPBD-COP-CORR-000008 **Originator's Reference No.:** PLR-PLR1ALL-COP-CPBD-LETTER-000003  
**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 09:55  
**To:** Ian Taylor, City of Parramatta  
**Cc:** Richard Gardener, CPB Contractors and Downer EDI Works  
Richard Searle, City of Parramatta  
Walter Casu, Transport for NSW  
Terry Daly, Great River City Light Rail Pty Ltd  
Joekarl Diaz, Transport for NSW  
Richard Thomas, CPB Contractors and Downer EDI Works  
Ian Veinot, CPB Contractors and Downer EDI Works  
Monica Yee, CPB Contractors and Downer EDI Works  
Katherine Hawkins, CPB Contractors and Downer EDI Works  
PLRINF CPBDTeambinder, CPB Contractors and Downer EDI Works  
**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works  
**Subject:** **FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**

Hi Ian,

<https://ineight.cpbcon.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?mailBox=1&openMail=70606&tcKey=68c78e29-f13f-404c-97fc-...> 1/6



Please find see responses below on behalf of Carla Bradley.  
Regards  
Ravinder

=====  
"Hi Ian,

Thank you for your comments on the Parking Management Strategy. Please note due to the comments being received late they were not addressed in the re-submission of the strategy on Monday (PLR-PLR1INF-CPBD-TFNSW-CORR-000903).

Can you please review the responses to your comments below in red and also advise whether you have any further comments on the final draft of the strategy. If there are no further comments from CoPC can you please provide a response to that effect.

We are submitting the strategy Tuesday 14th January next week for ER endorsement to be able to then subsequently submit to DPIE for information by the 17th January. It is therefore important to receive confirmation of close out by **COB tomorrow 10th January 2020**.

General Comments:

- Consultation for changes to parking restrictions should follow a similar protocol to that of CoPC, ie, include letters that are enveloped and individually addressed to directly affected businesses and residents. The letters should clearly show sufficient details regarding the exact changes to parking restrictions that are occurring which affects them. For example, should a Loading Zone be relocated, all businesses within the block that the Loading Zone services should be advised clearly with the letter showing exactly where the zone is being moved to. Copies of the consultation letters to be issued to residents/businesses, including a map showing exactly where these letters will be delivered to, should be provided to Council for information. Church Street loss of loading bays is relevant in this regard. --> Noted, Parramatta Connect will work with CoPC regarding all parking restriction changes. The community notifications will include parking changes and indicate where parking has been relocated or alternative parking locations. These are provided to affected businesses and residents a minimum of 7 days prior to work beginning and parking changes being implemented. Additional consultation with businesses and residents regarding parking is also including in project newsletters, emails and the bi-monthly update.
- All regulatory signage installed as part of PLR works should include a sticker on the back of the signs that states the date the sign was installed and also a PLR contact phone number. This is to ensure that Council Rangers provide a standard grace period following the installation of the new sign and that community members are able to contact the organisation that is responsible for the change to find out further information if required. --> Noted, parking signage to be installed with installation date on the back. The inclusion of the PLR contact phone number is not standard and will not be provided. The corflute signs that would be installed prior to the removal of the car park spaces in the area would have the relevant information on them and would be left in place for a couple of weeks post parking changes. These signs will allow council rangers and community members to understand when the changes was made and by who.
- The impact on the availability of on-street parking will extend to indirectly affected residents and businesses near the light rail corridor. As such, all residents and business within the affected areas should be consulted and that the extent of changes communicated to them accurately. --> Consultation has been carried out with affected residents and businesses on and near the light rail corridor. The broader area of adjacent businesses and residents is 150m for notification and other issues of significance. Changes are to be communicated as noted above through the community notifications process.

Westmead:

- To note, page 31 makes reference to the removal of a 'Loading Zone' in Hainsworth Street. This 'Loading Zone' was approved in DI 112 29 for the Westmead Children's Hospital to service the Kid's Corner Café. --> Consultation with the Kid's Corner Café indicated that they currently mount the kerb for deliveries and do not use the loading zone. The closest possible relocation for the loading zone is over 200 metres away in either Jessie St or Park Ave, as a result the existing loading zone is removed and not replaced.

Parramatta CBD:

- The existing Loading Zone in Church Street north of Parramatta River was previously installed at the request of the Heritage Centre and was recently removed in favour of 1/4P at the request of the centre. --> Noted.
- The removal of parking in Church Street will have a direct impact on the Parramatta Information and Heritage Centre particularly in regards to deliveries of exhibition items. The Parking Management Strategy needs to take this under consideration and work with the centre to develop an appropriate solution. --> The existing 1/4P parking is to be relocated to the closest possible location in Palmer Street. A Loading Zone (outside school drop off and pick up hours) is installed in Market St to accommodate the loss of the loading zone on Church Street. The Parramatta Connect comms team will continue to work with the Parramatta Information and Heritage Centre to communicate these changes and take on board feedback.
- Note: The conversion of Palmer Street to eastbound only will likely have an impact on the residential properties in Sorrell Street and Lamont Street as there is a left only at the intersection of Sorrell and Victoria which will become the only way out of the area. It is noted that this is currently being revised in the Parking and Management Strategy. --> This is noted as a potential change to the strategy, the conversion of Palmer St to eastbound only is a design issue to be resolved. Comment to be passed onto the design team, and it is suggested CoPC should raise this further in the design reviews.

Carlingford:

- The removal of the commuter car park will have an impact on local businesses in the area as this parking is also used by customers of those businesses. Consultation with these businesses is required and the extent of changes needs to be communicated with them. --> The commuter car park was used by commuters, with the nearby council car park being utilised by local businesses. The local business community should not be relying on the commuter car park for their trade and any parking here by customers is opportunistic. Section 3.5.3.2 of the strategy indicates there is sufficient parking capacity within the surrounding area to accommodate the loss of the commuter car park (Table 3.38 and Table 3.39). All businesses received a minimum of three notifications that addressed the changes to the stations and closure of the commuter car parks. Parramatta Connect will doorknock the local businesses in coming weeks to provide construction updates and discuss any concerns.

Kind Regards,  
Carla

---

**Design Pkg:**  
**Discipline:** Civil

**Contract / Program:** Stage 1 Project Wide  
**Location:**

=====  
— Original Message —

19 December 2019, 12:39

Reference No.: **PLR-PLR1ALL-COP-CPBD-LETTER-000003**

<https://ineight.cbpcn.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?mailBox=1&openMail=70606&tcKey=68c78e29-f13f-404c-97fc...> 2/6

CPB Contractors and Downer EDI Works  
Attention: PLRINF Document Controller

**Project Name Parramatta Light Rail - Main Works**  
**RE: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**

Hello

Please find below - additional CoP comments regarding E11 Parking Management Strategy:

General Comments:

- Consultation for changes to parking restrictions should follow a similar protocol to that of CoPC, ie, include letters that are enveloped and individually addressed to directly affected businesses and residents. The letters should clearly show sufficient details regarding the exact changes to parking restrictions that are occurring which affects them. For example, should a Loading Zone be relocated, all businesses within the block that the Loading Zone services should be advised clearly with the letter showing exactly where the zone is being moved to. Copies of the consultation letters to be issued to residents/businesses, including a map showing exactly where these letters will be delivered to, should be provided to Council for information. Church Street loss of loading bays is relevant in this regard.
- All regulatory signage installed as part of PLR works should include a sticker on the back of the signs that states the date the sign was installed and also a PLR contact phone number. This is to ensure that Council Rangers provide a standard grace period following the installation of the new sign and that community members are able to contact the organisation that is responsible for the change to find out further information if required.
- The impact on the availability of on-street parking will extend to indirectly affected residents and businesses near the light rail corridor. As such, all residents and business within the affected areas should be consulted and that the extent of changes communicated to them accurately.

Westmead:

- To note, page 31 makes reference to the removal of a 'Loading Zone' in Hainsworth Street. This 'Loading Zone' was approved in DI 112 29 for the Westmead Children's Hospital to service the Kid's Corner Café.

Parramatta CBD:

- The existing Loading Zone in Church Street north of Parramatta River was previously installed at the request of the Heritage Centre and was recently removed in favour of 1/4P at the request of the centre.
- The removal of parking in Church Street will have a direct impact on the Parramatta Information and Heritage Centre particularly in regards to deliveries of exhibition items. The Parking Management Strategy needs to take this under consideration and work with the centre to develop an appropriate solution.
- Note: The conversion of Palmer Street to eastbound only will likely have an impact on the residential properties in Sorrell Street and Lamont Street as there is a left only at the intersection of Sorrell and Victoria which will become the only way out of the area. It is noted that this is currently being revised in the Parking and Management Strategy.

Carlingford:

- The removal of the commuter car park will have an impact on local businesses in the area as this parking is also used by customers of those businesses. Consultation with these businesses is required and the extent of changes needs to be communicated with them.

Kind regards

Ian Taylor  
Senior Engineering & Project Manager  
(02) 9606 8484

City of Parramatta  
Level 11, 126 Church Street, Parramatta NSW 2150  
PO Box 32, Parramatta, NSW 2124  
cityofparramatta.nsw.gov.au

Project Reference No: **PLR-PLR1ALL-COP-CPBD-LETTER-000003**

To: PLRINF Document Controller (CPBD) ;  
Cc: PLR Document Controller (TFNSW)

City of Parramatta

— Original Message —



## Document Transmittal

**Project Number:** PLRM

**Transmittal No:** PLRM-CPBD-TFNSW-TX-000466

**Project Title:** Parramatta Light Rail - Main Works

<https://ineight.cpbcon.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?mailBox=1&openMail=70606&tcKey=68c78e29-f13f-404c-97fc-...> 3/6



1/13/2020 PLR1 - GEN-PLR1-GEN-CPBDJV-004668 - FW: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review a...

Date: 03 December 2019 03:21 PM

Subject: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

Reason for Issue: Issued For Review

Message:

Dear All,

Please find attached TfNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy Report including appendices issued for stakeholder review and comment on behalf of Richard Thomas & Carla Bradley.

Please see further message from Carla below.

Kind regards,

Ravinder Kaur

Hi All,

Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Parking Management Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precincts in relation to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infrastructure Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and associated impacts of the T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October.

The report structure is as follows:

- PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering report and describes the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.
- The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the draft document. There have been no further updates to this section since the submission of Revision 2.0
- PLR1NF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management strategy sites as Appendix B and is the focus on this review

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be easily identified. However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia (excluding Grand Avenue North) were not previously submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Your comments are requested by **COB Monday 16th December** (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.

Please don't hesitate to get in touch with Carla Bradley (Carla.Bradley@beca.com) if you would like to discuss any aspect of the strategy or process. Thankyou in advance for your input and assistance.

Regards

Carla Bradley

Your Response is required by 16 December 2019

Transmitted to:

| Company                           | Name               |
|-----------------------------------|--------------------|
| Transport for NSW                 | David Howarth      |
| APP Corporation                   | Gillian Lehn       |
| Transport Management Centre       | Peter Keyes        |
| Transport Management Centre       | Frankie Passarelli |
| Transport for NSW                 | Joe Karl Diaz      |
| Transport for NSW                 | Maziar Neyakivi    |
| Roads and Maritime Services       | Daryl Ninham       |
| Health Administration Corporation | Ivan Tcherkashnev  |
| Transport for NSW                 | Quinton Jubb       |
| Transport for NSW                 | Jody Gould         |
| Transport for NSW                 | Joshua Powell      |
| Transport for NSW                 | Chris Duffy        |
| Transport for NSW                 | Nicholas Butler    |

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|                             |                 |
|-----------------------------|-----------------|
| City of Parramatta          | Richard Searle  |
| Roads and Maritime Services | RMS Integration |

**Transmitted cc:**

| Company                              | Name                          |
|--------------------------------------|-------------------------------|
| APP Corporation                      | Andrew Bennet                 |
| APP Corporation                      | David Opperman                |
| APP Corporation                      | Judy Chan                     |
| CPB Contractors and Downer EDI Works | Garry Lomas                   |
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLR1NF CPB D Teambinder       |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLR1NF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunakaran            |
| CPB Contractors and Downer EDI Works | David Jackson                 |
| CPB Contractors and Downer EDI Works | Suren Pakeri                  |
| CPB Contractors and Downer EDI Works | Angus McDougall               |
| CPB Contractors and Downer EDI Works | Peter Monsted                 |
| CPB Contractors and Downer EDI Works | Richard Thomas                |
| CPB Contractors and Downer EDI Works | Katherine Hawkins             |
| CPB Contractors and Downer EDI Works | David Saggerson               |
| CPB Contractors and Downer EDI Works | Brian Downey                  |
| CPB Contractors and Downer EDI Works | Chad Bevan                    |
| CPB Contractors and Downer EDI Works | Denise Conish                 |

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Click on Document Nos to download them individually.

| Item | Document No                                    | Rev | Sts | Title                                                                                                                                                             | Alt Doc Number | Design Package No |
|------|------------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------|
| 1    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2 Infrastructure Delivery   Parramatta Light Rail - Stage 1 (SSI-8285)                                                        |                |                   |
| 2    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy - Stage 2   Infrastructure Delivery   Parramatta Light Rail - Stage 1 |                |                   |

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**Transmitted by:** PLR1NF Document Controller, CPB Contractors and Downer EDI Works

---

**Discipline:** Environmental

**Originator's Reference No.:**

**Function:** EN-Environment

**File Location:** EN01-Correspondence

## Carla Bradley

---

**From:** Carla Bradley  
**Sent:** Friday, 10 January 2020 5:22 PM  
**To:** rsearle@cityofparramatta.nsw.gov.au  
**Cc:** Thomas1, Richard; Yee, Monica; Hawkins, Katherine; Monsted, Peter; PLRINF documentcontrol  
**Subject:** RE: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

Sensitivity: General

Hi Richard,

Thanks for the last comment on the strategy and your time this afternoon. I have spoken with the Parramatta Connect communications team and construction team to provide the below response regarding the loading zones.

Are you able to confirm whether the below is appropriate and that all other previous comments are closed out and there are no further comments from CoPC?

*One of the major concerns that we have is the number of loading zones within the CBD during the construction and end states. In particular, loading zones to the west of Church St on Phillip St. We note that there would potentially be changed access and restrictions to Lennox Lane in the future and therefore those business on the western side of Church St would need alternative loading zones and the current ones provided on Phillip St do not look adequate to deal with this. → The number of loading zones within the CBD as part of the George Street enabling works (traffic switch to 2 directions) increased the number of loading zones. The work by Parramatta Connect relocates the existing loadings zones from Church Street and maintains (if not exceeds) the existing number of loading zones during construction and end state. The existing Loading Zones (combined with 2-hour parking) on Church Street north of Phillip Street are proposed to be relocated into Phillip Street east of Church Street near Erby Place, which is the closest possible relocation. Note there is an existing full-time loading zone located here already. To date, the consultation with the properties on Church Street north of Phillip Street have not indicated any concerns regarding this proposed relocation.*

*Lennox Lane is out of scope for Parramatta Connect, and covered by the DA for The Lennox. It is understood that in the end state this lane would provide rear lane access for properties on the western side of Church Street north of Phillip Street. Information from The Lennox Project Team indicated this rear lane access may be available as early as April 2020 through the ground floor of the building. However, during construction when this access lane is not available Parramatta Connect will explore the option to provide a loading zone in Phillip Street to the west of Church Street (in the existing left turn lane that is not required once traffic is removed from Church Street) when possible. This loading zone will be in addition to the existing condition and will be covered through the TMP process.*

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

[www.beca.com](http://www.beca.com)

[www.Linkedin.com/company/beca](https://www.linkedin.com/company/beca)



---

**From:** PLRINF documentcontrol <PLRINF.documentcontrol@pcplr.com.au>  
**Sent:** Friday, 10 January 2020 1:37 PM  
**To:** Carla Bradley <Carla.Bradley@beca.com>  
**Cc:** Thomas1, Richard <Richard.Thomas1@pcplr.com.au>; Yee, Monica <Monica.Yee@pcplr.com.au>; Hawkins, Katherine <Katherine.Hawkins@pcplr.com.au>; Monsted, Peter <Peter.Monsted@pcplr.com.au>  
**Subject:** FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

Hi Carla,  
FYI

Regards

**Ravinder Kaur**  
Lead Document Controller  
Parramatta Light Rail Infrastructure - Stage 1 Works

**Parramatta**  
Connect 

Level 4 & M331-39 Macquarie Street, Parramatta, NSW 2150,  
T 0284221890 M  
E [Ravinder.Kaur@pcplr.com.au](mailto:Ravinder.Kaur@pcplr.com.au)

---

**From:** Richard Searle <[RSearle@cityofparramatta.nsw.gov.au](mailto:RSearle@cityofparramatta.nsw.gov.au)>  
**Sent:** Friday, 10 January 2020 11:53 AM  
**To:** PLRINF documentcontrol <[PLRINF.documentcontrol@pcplr.com.au](mailto:PLRINF.documentcontrol@pcplr.com.au)>  
**Subject:** RE: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

CAUTION: This email originated from outside of the Organisation.

Hi Carla,

The only comment from Council following internal referrals is provided below:

One of the major concerns that we have is the number of loading zones within the CBD during the construction and end states. In particular, loading zones to the west of Church St on Phillip St. We note that there would potentially be changed access and restrictions to Lennox Lane in the future and therefore those business on the western side of Church St would need alternative loading zones and the current ones provided on Phillip St do not look adequate to deal with this. → The number of loading zones within the CBD as part of the George Street enabling works (traffic switch to 2 directions) increased the number of loading zones. The work by Parramatta Connect relocates the existing loadings zones from Church Street and maintains (if not exceeds) the existing number of loading zones during construction and end state. The existing Loading Zones (combined with 2-hour parking) on Church Street north of Phillip Street are proposed to be relocated into Phillip Street east of Church Street near Erby Place, which is the closest

2

possible relocation. Note there is an existing full-time loading zone located here already. Consultation with the properties on Church Street north of Phillip Street have not indicated any concerns regarding this proposed relocation.

Lennox Lane is out of scope for Parramatta Connect, and covered by the DA for The Lennox. It is understood that in the end state this lane would provide rear lane access for properties on the western side of Church Street north of Phillip Street. During construction this access lane is expected to not be available, and as such Parramatta Connect will explore the option to provide a loading zone in Phillip Street to the west of Church Street (in the existing left turn lane that is not required once traffic is removed from Church Street) when possible.

Regards,

**Richard Searle** | Traffic and Transport Manager

City of Parramatta

PO Box 32, Parramatta NSW 2124

☎ (02) 9806 5642

✉ [rsearle@cityofparramatta.nsw.gov.au](mailto:rsearle@cityofparramatta.nsw.gov.au)

Links | [www.cityofparramatta.nsw.gov.au](http://www.cityofparramatta.nsw.gov.au)

---

**From:** PLRINF Document Controller <[system@teambinder.com](mailto:system@teambinder.com)> **On Behalf Of** PLRINF Document Controller  
**Sent:** Friday, 10 January 2020 10:11 AM  
**To:** Richard Searle <[RSearle@cityofparramatta.nsw.gov.au](mailto:RSearle@cityofparramatta.nsw.gov.au)>; Daryl Ninham <[Daryl.NINHAM@rms.nsw.gov.au](mailto:Daryl.NINHAM@rms.nsw.gov.au)>; Peter Keyes <[Peter.Keyes@tmc.transport.nsw.gov.au](mailto:Peter.Keyes@tmc.transport.nsw.gov.au)>; Frankie Passarelli <[Frankie.Passarelli@tmc.transport.nsw.gov.au](mailto:Frankie.Passarelli@tmc.transport.nsw.gov.au)>  
**Cc:** PLRINF CPBDTeambinder <[plr1@tbupload.com](mailto:plr1@tbupload.com)>; Richard Thomas <[Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)>; Brian Downey <[Brian.Downey@pcplr.com.au](mailto:Brian.Downey@pcplr.com.au)>; Fraser Leishman <[fraser.l.leishman@rms.nsw.gov.au](mailto:fraser.l.leishman@rms.nsw.gov.au)>  
**Subject:** REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout



## General Correspondence

**Reference No.:** PLR-PLR1INF-CPBD-TFNSW-CORR-000923

**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 10:10

**To:** David Howarth, Transport for NSW  
Gillian Lehn, APP Corporation  
Peter Keyes, Transport Management Centre  
Frankie Passarelli, Transport Management Centre  
Joekarl Diaz, Transport for NSW  
Maziar Neyakivi, Transport for NSW  
Daryl Ninham, Roads and Maritime Services

Ivan Tcherkashnev, Health Administration Corporation  
Quinton Jubb, Transport for NSW  
Jody Gould, Transport for NSW  
Joshua Powell, Transport for NSW  
Chris Duffy, Transport for NSW  
Nicholas Butler, Transport for NSW  
Richard Searle, City of Parramatta  
RMS Integration, Roads and Maritime Services

**Cc:** Andrew Bennet, APP Corporation  
David Opperman, APP Corporation  
Judy Chan, APP Corporation  
Cyrus He, CPB Contractors and Downer EDI Works  
Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
Jonathan Dando, CPB Contractors and Downer EDI Works  
Juan Carlos Fernandez Sanchez, Transport for NSW  
Kavitha Dey, Transport for NSW  
Mark Favetta, Transport for NSW  
PLR Document Controller, Transport for NSW  
Jennifer Young, APP Corporation  
Robinson Nicoloso, CPB Contractors and Downer EDI Works  
Kurt Uebergang, CPB Contractors and Downer EDI Works  
PLRINF CPBDTeamBinder, CPB Contractors and Downer EDI Works  
Uma Chemudapati, CPB Contractors and Downer EDI Works  
Monica Chausson, CPB Contractors and Downer EDI Works  
Nipun Shahi, CPB Contractors and Downer EDI Works  
Anthony Pavitt, CPB Contractors and Downer EDI Works  
Christopher Adams, CPB Contractors and Downer EDI Works  
David Jackson, CPB Contractors and Downer EDI Works  
Suren Pakeri, CPB Contractors and Downer EDI Works  
Angus McDougall, CPB Contractors and Downer EDI Works  
Peter Monsted, CPB Contractors and Downer EDI Works  
Richard Thomas, CPB Contractors and Downer EDI Works  
Katherine Hawkins, CPB Contractors and Downer EDI Works  
David Saggerson, CPB Contractors and Downer EDI Works  
Brian Downey, CPB Contractors and Downer EDI Works  
Chad Bevan, CPB Contractors and Downer EDI Works  
Denise Corish, CPB Contractors and Downer EDI Works  
Fraser Leishman, Roads and Maritime Services  
Shannon Souksavong, Roads and Maritime Services

**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Subject:** **REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

Hi All,  
Please see reminder below on half of Carla Bradley.  
Regards  
Ravinder

=====  
"Hi all,

*Please note that today is the final opportunity for comments on the final draft parking management strategy (sent on Monday PLR-PLR1INF-CPBD-TFNSW-CORR-000903) prior to submission to the ER on the 14<sup>th</sup> January 2020.*

*Can you please review advise whether you have any further comments on the final draft of the strategy. If there are no further comments can you please provide a response to that effect.*



As noted above the strategy is being submitted on Tuesday 14th January next week for ER endorsement, to be able to then subsequently submit to DPIE for information by the 17th January. It is therefore important to receive confirmation of close out by **COB today 10th January 2020**.

If there are any questions please get in touch with Carla Bradley ([carla.bradley@beca.com](mailto:carla.bradley@beca.com) or 8216 4546),

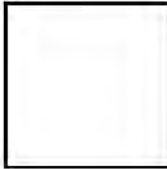
Kind Regards,  
Carla Bradley"

=====

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**Design Pkg:** Contract / Program: Stage 1 Infrastructure Contract  
**Discipline:** Environmental **Location:**

----- Original Message -----



## General Correspondence

**Reference No.:** PLR-PLR1INF-CPBD-TFNSW-CORR-000903

**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 06 January 2020, 11:35

**Response Required by:** 10 January 2020

**To:** David Howarth, Transport for NSW  
Gillian Lehn, APP Corporation  
Peter Keyes, Transport Management Centre  
Frankie Passarelli, Transport Management Centre  
Joekarl Diaz, Transport for NSW  
Maziar Neyakivi, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Ivan Tcherkashnev, Health Administration Corporation  
Quinton Jubb, Transport for NSW  
Jody Gould, Transport for NSW  
Joshua Powell, Transport for NSW  
Chris Duffy, Transport for NSW  
Nicholas Butler, Transport for NSW  
Richard Searle, City of Parramatta  
RMS Integration, Roads and Maritime Services

**Cc:** Andrew Bennet, APP Corporation  
David Opperman, APP Corporation  
Judy Chan, APP Corporation

5

Garry Lomas, CPB Contractors and Downer EDI Works  
Stewart Dunlop, CPB Contractors and Downer EDI Works  
Cyrus He, CPB Contractors and Downer EDI Works  
Craig Sampson, CPB Contractors and Downer EDI Works  
Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
Jonathan Dando, CPB Contractors and Downer EDI Works  
Juan Carlos Fernandez Sanchez, Transport for NSW  
Kavitha Dey, Transport for NSW  
Mark Favetta, Transport for NSW  
PLR Document Controller, Transport for NSW  
Jennifer Young, APP Corporation  
Robinson Nicoloso, CPB Contractors and Downer EDI Works  
Kurt Uebergang, CPB Contractors and Downer EDI Works  
PLRINF CPBDTeam binder, CPB Contractors and Downer EDI Works  
Uma Chemudapati, CPB Contractors and Downer EDI Works  
Monica Chausson, CPB Contractors and Downer EDI Works  
Nipun Shahi, CPB Contractors and Downer EDI Works  
Anthony Pavitt, CPB Contractors and Downer EDI Works  
Christopher Adams, CPB Contractors and Downer EDI Works  
David Jackson, CPB Contractors and Downer EDI Works  
Suren Pakeri, CPB Contractors and Downer EDI Works  
Angus McDougall, CPB Contractors and Downer EDI Works  
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Katherine Hawkins, CPB Contractors and Downer EDI Works  
David Saggerson, CPB Contractors and Downer EDI Works  
Brian Downey, CPB Contractors and Downer EDI Works  
Chad Bevan, CPB Contractors and Downer EDI Works  
Denise Corish, CPB Contractors and Downer EDI Works

**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Subject: RE: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

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Hi All,

Please find attached document on behalf of Carla Bradley. See further message below from Carla.

Regards

Ravinder kaur

=====

"Hi All,

Please find attached the Final Draft Revision of the Parking Management Strategy for the Infrastructure Delivery for review and comment closeout.

To make this review process and comment closeout easier only the Infrastructure Delivery report and associated consultation log has been provided. As previously indicated this document sits as part of the projectwide parking management strategy that includes the enabling works strategy completed by ARUP.

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision to address consultation comments can be easily identified.

Your comments have been captured in the consultation log, with responses indicated. To assist in reviewing the document I have provided the page number where you will be able to find the relevant consultation information:

- RMS and SCO: Page 316 of 440
- TfNSW: Page 328 of 440
- CoPC: Page 361 of 440
- ER: Page 373 of 440

- HAC: Page 377 of 440

Pages 1 to 168 are the main body of the strategy. Page 169 to 273 is Appendix and includes the survey data. Page 274 to 440 is the consultation log.

Your comments and/or close out of comments are requested by **COB Friday 10<sup>th</sup> January 2020**. You are welcome to send any early feedback or confirmation.

If you have no further comments and are satisfied that your comments have been addressed please send back confirmation of this acceptance to allow us to close out the strategy. We are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the strategy or process.

Thankyou in advance for your input and assistance.

Regards,  
Carla Bradley"

---

**Design Pkg:**

**Contract / Program:** Stage 1 Infrastructure Contract

**Discipline:** Environmental

**Location:**

**Attachments:** PLR1INF-BECA-ALL-TF-RPT-000001.01.C3.01.02.pdf

TeamBinder mail reference: {252A6652-3BA3-42A3-93CE-3F9F73BE431B}

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## Carla Bradley

---

**From:** Anthony Newland <system@teambinder.com> on behalf of Anthony Newland <ANewland@cityofparramatta.nsw.gov.au>  
**Sent:** Friday, 10 January 2020 5:46 PM  
**To:** Carla Bradley  
**Cc:** Richard Searle  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

## General Correspondence

**Reference No.:** PLR-PLR1ALL-COP-CPBD-CORR-000007

**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 17:46  
**To:** Carla Bradley, CPB Contractors and Downer EDI Works  
**Cc:** Richard Searle, City of Parramatta  
**From:** Anthony Newland, City of Parramatta  
**Subject:** **PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment**

---

Hi Carla

I am responding to your mail on behalf of Ian Taylor, who is on leave.  
I have read through your responses in red to the Council's original comments.

The Council has no further comments on the draft Strategy.

Kind regards  
Anthony

Anthony Newland | Program Interface Manager  
Parramatta Light Rail | City of Parramatta  
Ph: 02 9806 8487 | Mob: 0428 668 211

---

**Design Pkg:** **Contract / Program:** Stage 1 Project Wide  
**Discipline:** Community **Location:**

TeamBinder mail reference: {2C8EA504-6E07-4F8F-9C43-3AD91B540147}

## Environmental Representative

Table A - 7: Log of consultation with ER as per A5 (b) and (c)

| In / Out | Date       | Method of contact  | Details of contact                                        |
|----------|------------|--------------------|-----------------------------------------------------------|
| In       | 16/09/2019 | Consultation       | Meeting to confirm approvals process and timeline         |
| Out      | 19/09/2019 | Teambinder         | Issue of Draft PMS for review                             |
| Out      | 08/10/2019 | Teambinder         | Issue of Second Draft PMS for review                      |
| In       | 10/10/2019 | Teambinder         | Comments                                                  |
| Out      | 15/10/2019 | Email / Teambinder | Responses                                                 |
| In       | 16/10/2019 | Email              | Initial acceptance of responses                           |
| Out      | 03/12/2019 | Teambinder         | Issue of Section 1 and 2 Draft PMS for review             |
| Out      | 12/12/2019 | Teambinder         | Reminder for close of review period                       |
| In       | 13/12/2019 | Teambinder         | Comments received                                         |
| Out      | 06/01/2020 | Teambinder         | Issue of Final Draft PMS for review and comment close out |
| Out      | 06/01/2020 | Teambinder         | Responses sent                                            |
| Out      | 10/01/2020 | Teambinder         | Reminder for close of review period                       |

Table A - 8: Log of issues raised by ER as per A5 (d) and (e)

| Reference | Comment                                                                                                                                                                                                                                                                           | How addressed                                                                                                                                                                                                                                                                                                                                                                                     | Parking Management Strategy reference location |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.01      | No comments have been received to date from SCO or RMS                                                                                                                                                                                                                            | Noted.<br>Confirmation of no comments from SCO and RMS received on 16 <sup>th</sup> October 2019.                                                                                                                                                                                                                                                                                                 | This consultation log                          |
| 1.02      | Not all affected stakeholders have been consulted with in relation to changes to parking. In relation to Adderton Rd footpath widening mail zones and loading zones will be moved. Consultation should take place with Australia Post and businesses in relation to these changes | Consultation will be undertaken at detail design on the parking plans with Australia Post and the businesses. Subsequent to consultation a plan detailing the changes will be submitted to Council's traffic committee for endorsement.<br><br>Section 2.3 added to report to indicate consultation with affected businesses and residents is through the Parramatta Connect Communications Team. | Section 2.3                                    |
| 1.03      | Section 4.4 should be updated to detail monitoring requirements for Grand Ave parking changes                                                                                                                                                                                     | Section 4.4 updated. Will also require subsequent updates following the further development of the strategy for the whole of Grand Avenue following survey data.                                                                                                                                                                                                                                  | Section 4.4                                    |
| 1.04      | Figure 3.11, 3.12 and 3.13 in relation to mail zones do not reflect Table 3.1.                                                                                                                                                                                                    | Noted.<br>Table 3.1 updated.                                                                                                                                                                                                                                                                                                                                                                      | Table 3.1                                      |
| 1.05      | Section 3.2.4.3 and 3.3.8.3 month/year to be updated                                                                                                                                                                                                                              | Sections updated to include parking removal dates based on inputs from construction team.                                                                                                                                                                                                                                                                                                         | Section 3.2.4.3 and Section 3.3.8.3            |

| Reference | Comment                                                                                                                                        | How addressed                                                                                                                                                                                                                                                                                                               | Parking Management Strategy reference location |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.06      | Consultation or no comments not provided for RMS/SCO                                                                                           | Comments provided by SCO to be addressed in subsequent submission of strategy. RMS PLR Integration team indicated no comments or issues with strategy. Consultation captured in PLRINF-BECA-ALL-TF-RPT-000002 which is this consultation log and forms Volume 2.3 of the Project Wide Parking Management Strategy document. | This consultation Log                          |
| 1.07      | Monitoring strategy to be developed with TFNSW and included in the next revision of the Parking Management Strategy for each of the precincts. | Noted, the monitoring is to be further developed as sub-documents to this strategy. Any additional impacts and changes identified from the monitoring are to be included into strategy and resubmitted as required.                                                                                                         | Section 4                                      |

### WORK VERIFICATION RECORD (WVR)

Unless noted otherwise any reference to the IC is also deemed to be the O&C IC



|                             |                                                                         |
|-----------------------------|-------------------------------------------------------------------------|
| <b>PROJECT ID OR NUMBER</b> | <b>PLR11NF-W-FUT-PE-RPT-000019</b>                                      |
| <b>PROJECT PLAN TITLE</b>   | <b>Parking Management Strategy - Project Wide Parramatta Light Rail</b> |

| REVISED FOR REVIEW |          |                             |                           |
|--------------------|----------|-----------------------------|---------------------------|
| DESCRIPTION        | PROPOSED | DATE PROPOSED               | DATE REVIEWED             |
| 1. Decision to     | DSMART   | PLR11NF-APP-APP-CONS-000019 | Wednesday, 9 October 2019 |
| Stage 2            | IC       | 2:23 PM                     | Tuesday, 10 December 2019 |
|                    |          |                             |                           |
|                    |          |                             |                           |

| TO BE COMPLETED BY IC                                                                               |                                                                               | TO BE COMPLETED BY IC                                                         |                                                                               |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <b>COMPLIANCE STATUS LEGEND</b>                                                                     |                                                                               | <b>RESPONSE STATUS LEGEND</b>                                                 |                                                                               |
| D: (Approved) / (Comment)                                                                           | D: Done                                                                       | C: (Closed)                                                                   | C: Closed                                                                     |
| E: From information currently provided not able to determine whether design / proposal is compliant | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) |
| M: Non-Compliant (from provide reference to a Project / Issue / CFI / non-compliance)               | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) |
| M: Minor non-compliance for immediate action                                                        | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) | CF: (Closed) applied (this category not subject to action / workflow package) |

| IC USE ONLY | FOR TRACKS | FOR STATIONS | FOR OTHER |
|-------------|------------|--------------|-----------|
|             |            |              |           |
|             |            |              |           |
|             |            |              |           |

| IC | Stage | PACKAGE                     | Doc No  | Review Name | Initial Comment Date | Discipline | Organisation | Document Reference | Review / DSM Comment                                                                                                                                                                                                                                                                                        | Approval Reference | Completion Status | Category Response                                                               | Initial Response Date | Response Status                                                                                                                                                                                                                                                                                                                                                                                           | Response Comment / Details | Next Comment / Closure | IC Use Only Status / Date |
|----|-------|-----------------------------|---------|-------------|----------------------|------------|--------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------|---------------------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------|---------------------------|
| 1  | 1     | PLR11NF-W-FUT-PE-RPT-000019 | Q L001  | Q L001      | 16-Oct-2019          | Env Reg    | AGURIS       |                    | No comment (see been resolved to date from EIC to RMS)                                                                                                                                                                                                                                                      |                    | D                 | Noted - Distribution of Assessment Form-SCD and RMS was received on 16-Oct-2019 | 16-Oct-2019           | C                                                                                                                                                                                                                                                                                                                                                                                                         | Noted                      | 16-Oct-2019            |                           |
| 2  | 1     | PLR11NF-W-FUT-PE-RPT-000019 | Q L001  | Q L001      | 12-Oct-2019          | Env Reg    | AGURIS       |                    | All of effective measures have been considered and suitable to changes to parking. It is noted that the current parking spaces are not suitable for the proposed changes. Consultation should be done with the relevant agencies to ensure that the proposed changes are suitable for the proposed changes. | ENV (C)            | M                 | 18-Oct-2019                                                                     | CF                    | Response will be undertaken at next design on the parking plan. All measures that will be implemented. Subsequent to consultation a plan detailing the changes will be provided to Council for their consideration for implementation. Section 2.3 has been added to this report to indicate consultation with relevant stakeholders and measures to progress the Parramatta Council Consultation Report. |                            |                        |                           |
| 3  | 1     | PLR11NF-W-FUT-PE-RPT-000019 | Q L001  | Q L001      | 16-Oct-2019          | Env Reg    | AGURIS       |                    | Table 4.4 should be updated to detail existing measures for each site. See comment.                                                                                                                                                                                                                         | ENV (I)            | M                 | 17-Oct-2019                                                                     | C                     | Response provided to AGURIS on 17-Oct-2019.                                                                                                                                                                                                                                                                                                                                                               | 16-Oct-2019                |                        |                           |
| 4  | 1     | PLR11NF-W-FUT-PE-RPT-000019 | Q L001  | Q L001      | 16-Oct-2019          | Env Reg    | AGURIS       |                    | Page 4.11, 4.12 and 4.13 in table 4.4 should be updated to table 4.4.                                                                                                                                                                                                                                       |                    | D                 | 19-Oct-2019                                                                     | C                     | Table 4.4 to be updated.                                                                                                                                                                                                                                                                                                                                                                                  | 19-Oct-2019                |                        |                           |
| 5  | 2     | PLR11NF-W-FUT-PE-RPT-000019 | Rev 1.0 | Q L001      | 12-Dec-2019          | Env Reg    | AGURIS       |                    | Table 4.4 and 4.5 in table 4.4 should be updated.                                                                                                                                                                                                                                                           |                    | D                 | 17-Dec-2019                                                                     | C                     | Response provided to AGURIS on 17-Dec-2019.                                                                                                                                                                                                                                                                                                                                                               | 17-Dec-2019                |                        |                           |
| 6  | 2     | PLR11NF-W-FUT-PE-RPT-000019 | Rev 1.0 | Q L001      | 12-Dec-2019          | Env Reg    | AGURIS       |                    | Consultation or no comment not provided (MMS500)                                                                                                                                                                                                                                                            |                    | M                 | 17-Dec-2019                                                                     | C                     | Comments provided to SCIC to be addressed in subsequent submission of strategy. RMS P111 responses have indicated no comments or issues with strategy. Consultation captured in PLR11NF-APP-APP-CONS-000019 which is the consultation log and forms part of the Appendix B of the strategy work package document.                                                                                         | 17-Dec-2019                |                        |                           |
| 7  | 2     | PLR11NF-W-FUT-PE-RPT-000019 | Rev 1.0 | Q L001      | 12-Dec-2019          | Env Reg    | AGURIS       | Station 4          | Working strategy to be developed with 77% of the total capacity of the Parking Management Strategy for each of the stations.                                                                                                                                                                                |                    | M                 | 16-Dec-2019                                                                     | C                     | Noted, the strategy to be further developed as sub-documents to the strategy. Any additional requests and changes identified from the responses are to be included into strategy and incorporated as required.                                                                                                                                                                                            | 16-Dec-2019                |                        |                           |

# Health Administration Corporation

Table A - 9: Log of consultation with HAC as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                                              |
|----------|------------|-------------------|-----------------------------------------------------------------|
| In       | 14/11/2019 | Phone             | I. Tcherkashnev contacted C. Bradley                            |
| In       | 14/11/2019 | Email             | Initial pre-workshop comments                                   |
| Out      | 14/11/2019 | Email             | Response to initial comments                                    |
| In       | 14/11/2019 | Consultation      | Meeting minutes captures discussions                            |
| In       | 19/11/2019 | Consultation      | Meeting minutes captures discussions                            |
| Out      | 03/12/2019 | Teambinder        | Issue of Section 1 and 2 Draft PMS for review                   |
| In       | 10/12/2019 | Aconex            | Initial comments received (unable to access)                    |
| In       | 11/12/2019 | Teambinder        | Initial comments resent                                         |
| Out      | 12/12/2019 | Teambinder        | Reminder for close of review period                             |
| Out      | 17/12/2019 | Email             | Follow up request for comments and response to initial comments |
| In       | 17/12/2019 | Email             | Acceptance of responses and additional comment provided         |
| Out      | 19/12/2019 | Email             | Response to additional comment                                  |
| In       | 19/12/2019 | Email             | Request for further clarification                               |
| Out      | 19/12/2019 | Email             | Clarification provided                                          |



|     |            |            |                                                            |
|-----|------------|------------|------------------------------------------------------------|
| Out | 06/01/2020 | Teambinder | Issue of Final Draft PMS for review and comment close out  |
| Out | 10/01/2020 | Teambinder | Reminder for close of review period                        |
| Out | 10/01/2020 | Phone      | C. Bradley contacted I. Tcherkashnev for comment close out |
| In  | 10/01/2020 | Teambinder | Confirmation of no further comments                        |

Table A - 10: Log of issues raised by HAC as per A5 (d) and (e)

| Reference   | Comment                                                                                                              | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Parking Management Strategy reference location |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
|-------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------|-----------|-----------|--------|--------------|-------------|---------|--------|----------|---|---|-----------|---------|---------|-----------------------------------------------------------------------------------------------------------------------------|
| 1.01        | Confirm number of parking spaces lost on each side street off Hawkesbury Road during construction and end state      | <p>The number of parking spaces lost on each side street off Hawkesbury Road is shown in the main report. Summary provided below.</p> <table border="1"> <thead> <tr> <th>Road</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td>Queens Rd</td> <td>3 lost</td> <td>1 additional</td> </tr> <tr> <td>Caroline St</td> <td>11 lost</td> <td>9 lost</td> </tr> <tr> <td>Helen St</td> <td>0</td> <td>0</td> </tr> <tr> <td>Jessie St</td> <td>14 lost</td> <td>13 lost</td> </tr> </tbody> </table> | Road                                           | Construction | End State | Queens Rd | 3 lost | 1 additional | Caroline St | 11 lost | 9 lost | Helen St | 0 | 0 | Jessie St | 14 lost | 13 lost | <p>Table 3.4 (Queens Rd, Caroline St and Helen St)</p> <p>Table 3.8 (Hawkesbury Rd, Jessie St, Hainsworth St, Park Ave)</p> |
| Road        | Construction                                                                                                         | End State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Queens Rd   | 3 lost                                                                                                               | 1 additional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Caroline St | 11 lost                                                                                                              | 9 lost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Helen St    | 0                                                                                                                    | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Jessie St   | 14 lost                                                                                                              | 13 lost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| 1.02        | Children's Hospital drop off is a critical area and needs a separate discussion between PLR and Children's Hospital. | Noted, this was discussed at the meeting on 19 <sup>th</sup> November 2019. During construction, consultation will be continued with HAC and PLR team to manage impacts.                                                                                                                                                                                                                                                                                                                                                      | N/A                                            |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |

| Reference | Comment                                                                                                         | How addressed                                                                                                                                                                                                                                                                       | Parking Management Strategy reference location       |
|-----------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| 1.03      | Understand Cumberland parking impacts will be discussed separately at a later date.                             | Cumberland area is outside the scope of the Parking Strategy, due to uncertainty around the further development in this area. Further discussions between Health and PC are to happen separate to the strategy for both construction and end state parking impacts and mitigations. | Section 3.2.3                                        |
| 1.04      | Meeting with Children's Hospital only occurred on 19/11/19.                                                     | This date matches the submission date of the strategy for review. Initial comments and discussions from the workshop on the 19 <sup>th</sup> November 2019 were incorporated into the submission.                                                                                   | Table 2.1                                            |
| 1.05      | Health did not attend this workshop and only feedback provided related to Children's entry, meeting on 19/11/19 | References to 'Health NSW' to be updated to 'Health Administration Corporation' as appropriate.                                                                                                                                                                                     | Table 2.2                                            |
| 1.06      | Confirm if Bus Stops outside Children's will continue to operate during construction                            | The bus stop outside the Children's Hospital is maintained throughout construction and in the end state.<br><br>All other bus stops are removed during construction and not reinstated in the end state.                                                                            | Section 3.1.4.3<br>Section 3.1.5.2 – Hawkesbury Road |
| 1.07      | 19th November? No workshop held on 18th                                                                         | Noted, date corrected to 19 <sup>th</sup> November 2019.                                                                                                                                                                                                                            | Section 3.1.5.2 – Hawkesbury Road                    |

| Reference | Comment                                                                                                                                           | How addressed                                                                                                                                                                                                                                                                                                                                                                                                      | Parking Management Strategy reference location                                                                      |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 1.08      | Confirm # of parking lost at Children's drop off. What type of parking remaining?                                                                 | <p>As shown in Figure 3.17 and 3.18 the following parking is lost:</p> <p>3 'Disability Parking' spaces (median)</p> <p>2 'Authorised Vehicles Only' spaces (median)</p> <p>3 of the 5 'No Parking (Emergency Parking Only)' spaces</p> <p>The remaining parking is 2 'No Parking (Emergency Parking Only)' spaces and sufficient width to allow a vehicle to pull up on the kerb and another vehicle to pass.</p> | <p>Section 3.1.5.2 – Children's Hospital Emergency Entrance</p> <p>Table 3.8</p> <p>Figure 3.17 and Figure 3.18</p> |
| 1.09      | Unclear. Are disabled parking spaces being provided or 2H parking. Feedback from Children's and WSLHD was for disabled.                           | <p>During construction the 5 disabled spaces lost from Hainsworth St are to be provided in Park Avenue.</p> <p>In the end state 3 disabled spaces are to be reinstated in Hainsworth St, allowing 3 of the spaces in Park Avenue to be converted to 2-hour parking.</p> <p>The existing number of disability parking within the precinct is retained during construction and in the end state.</p>                 | <p>Section 3.1.5.2 – Hainsworth Street and Park Avenue</p> <p>Figure 3.17 and Figure 3.18</p>                       |
| 1.10      | Unclear. How much parking? The entire drop off area? This section reads as if there will be no parking at Children's front entry. Please clarify. | <p>Updated to indicate this loss refers to the parking losses as discussed above.</p> <p>Refer to comment 1.08 above for losses.</p>                                                                                                                                                                                                                                                                               | <p>Section 3.1.5.3</p>                                                                                              |

| Reference | Comment                                                                  | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Parking Management Strategy reference location |
|-----------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.11      | PLR to advise how many spaces expected to be lost through new alignment. | <p>There is a large amount of informal parking in the area, and therefore the number of spaces lost is not able to be determined. As noted in Section 3.2.3 anecdotal evidence suggests that within the project boundary approximately 130 vehicles currently park, either in kerb side parking spaces or informal open areas.</p> <p>During construction all kerbside and informal open areas within the project boundary will be removed. In the end state some areas are likely to be made available, however a worst-case scenario would be to assume the loss of parking for 130 vehicles.</p> | Section 3.2.3                                  |
| 1.12      | Wrong date                                                               | Refer to comment 1.04 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Consultation Log – Table 2.3                   |
| 1.13      | Confirm when minutes were issued to NSW Health.                          | Meeting minutes were subsequently distributed on the 16 <sup>th</sup> December 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Consultation Log – Appendix A                  |
| 1.14      | What occurred on the 14th? What minutes does this refer to?              | <p>HAC were invited to attend the meeting on the 14<sup>th</sup> November 2019, however a separate workshop was organised for the 19<sup>th</sup> November 2019.</p> <p>Quinton Jubb from TfNSW attended and provided some background information and comments from previous consultation with HAC.</p>                                                                                                                                                                                                                                                                                             | Consultation Log – Table A -9                  |
| 1.15      | 'How addressed'?                                                         | How addressed columns updated in subsequent revision of strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Consultation Log – Table A - 10                |

| Reference | Comment                                                                                                                                                                                                                                                            | How addressed                                                                                                                                                                                                                                                       | Parking Management Strategy reference location |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.16      | There is significant staff parking in Cumberland Campus East and West. Would PC be open to review this topic and advise how the PLR project will impact staff parking, how do you anticipate this will work out, so that some solutions can start to be developed. | Parramatta Connect will continue to work with WLSHD through the fortnightly meetings, parking concerns should be raised in this forum.<br><br>Prior to works within the area (including parking removal) Disruption Notices will be provided by Parramatta Connect. | Section 3.2.3                                  |



Ivan Tcherkashnev (AU) &lt;ivan.tcherkashnev@pwc.com&gt;

## My feedback on PLR Parking Strategy

1 message

**Moureen Wong (Western Sydney LHD)** <Moureen.Wong@health.nsw.gov.au> 17 December 2019 at 13:08  
To: Ivan Tcherkashnev <ivan.tcherkashnev@pwc.com>  
Cc: "Matt Sydenham (Western Sydney LHD)" <Matt.Sydenham1@health.nsw.gov.au>, "Michael Oliver (Western Sydney LHD)" <Michael.Oliver@health.nsw.gov.au>

Hi Ivan

My Aconex is playing up. Below is what I sent as feedback. CC Matt and Michael in case they have anything to add.

### Parking Strategy

#### Section 3.2.3

There are significant staff parking in Cumberland campus East and West. Conservative estimate/"eye-ball" counting is no less than 200 vehicles a day. A handful of Health services caters for the entire LHD thus staff and visitors come in and out of the campus throughout the day.

Though I agree that that is uncertainty about the future development of the area, I am concern that staff parking needs to receive more attention to be factored into the parking strategy.

Cumberland Hospital doesn't have a parking station, staff parks at both marked parking area and grass area.

**Would Parramatta Connect be open to review this topic, and advise how the PLR project will impact staff parking, how do you anticipate this will work out, so we can start thinking about some solutions.**

Thanks

Moureen

Moureen Wong Ph.D.

Director, Strategy & Development, Cumberland

Western Sydney Local Health District

Phone 0413-845 036

Moureen.Wong@health.nsw.gov.au

*I would like to pay my respects and acknowledge the traditional owners of the land and Elders past and present*

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender.

Views expressed in this message are those of the individual sender, and are not necessarily the views of NSW Health or any of its entities.

<https://mail.google.com/mail/u/0?ik=00f4c0849e&view=pt&search=all&permthid=thread-f%3A1653130960137065517&simpl=msg-f%3A16531309...> 1/2



## Carla Bradley

---

**From:** Ivan Tcherkashnev (AU) <ivan.tcherkashnev@pwc.com>  
**Sent:** Thursday, 19 December 2019 11:00 AM  
**To:** Carla Bradley  
**Subject:** Re: PWCAU-GCOR-038369: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment  
ACNXREF<VWzcX5PyN6YSuqTmMhoY4>

OK thanks, I will pass onto the Cumberland team for information.

Regards,  
Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC  
M: 0431 478 388 T: +61 (02) 8266 1206  
[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

On Thu, 19 Dec 2019 at 10:39, Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)> wrote:  
Sensitivity: General

Hi Ivan,

This means B that the existing areas will absorb the losses with no changes to parking outside the project boundary to be made by PLR.

Regards,

Carla Bradley

Transportation Engineer  
Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

**From:** Ivan Tcherkashnev (AU) <[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)>  
**Sent:** Thursday, 19 December 2019 10:32 AM  
**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>  
**Subject:** Re: PWCAU-GCOR-038369: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment ACNXREF<VWzcX5PyN6YSuqTmMhoY4>

Hi Carla,

Thanks for the information. Can you please clarify the below statement from your response:

*It is anticipated that the loss of parking within the project boundary will be redistributed into the surrounding campus areas.*

Does this mean:

- A. additional parking will be constructed by PLR to make up for parking lost in the project boundary, or
- B. existing areas will absorb the losses with no changes to parking outside the project boundary.

Regards,

Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC

M: 0431 478 388 T: +61 (02) 8266 1206

[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

On Thu, 19 Dec 2019 at 07:59, Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)> wrote:

Sensitivity: General

Hi Ivan,

Thanks for passing on the comment from Moureen. Please see the response below:

It was agreed with TfNSW that for the purposes of the Parking Management Strategy the Cumberland Campus is not required to be documented in this process. This is because the parking within this area is classified as private off-street parking. Therefore, it is not to be detailed further in the strategy.

However, it is noted that within the Cumberland Campus East and West there is a significant number of staff parking. This is both in formal spaces and in the informal open areas. Review of aerial imagery indicates that there are approximately 130 vehicles currently park within the project boundary, of which it is estimated approximately 50% are legitimate parking spaces and the other 50% is informal parking in open areas. It is anticipated that the loss of parking within the project boundary will be redistributed into the surrounding campus areas. Aerial imagery shows there are open areas with some parking capacity north of Eastern Circuit and to the west of Greenup Drive (south of the project alignment). The existing parking areas adjacent to the project boundary that are not impacted are expected to be filled on a first come first served basis and parking will continue to filter out into the surrounding area. This may result in increased walking distances of up to 250 metres.

Parramatta Connect will continue to work with WLSHD through the fortnightly meetings, parking concerns should be raised in this forum. Prior to works within the area (including parking removal) Disruption Notices will be provided by Parramatta Connect. The latest information from the construction team is that some parking loss in the area is anticipated in mid-February 2020.

The above will be incorporated into the report, but further details and consideration is to be made at the fortnightly meetings between Parramatta Connect and HAC.

Regards,

**Carla Bradley**

Transportation Engineer  
Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

[www.beca.com](http://www.beca.com)

[www.linkedin.com/company/beca](http://www.linkedin.com/company/beca)

**From:** Ivan Tcherkashnev (AU) <[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)>  
**Sent:** Tuesday, 17 December 2019 1:42 PM  
**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>  
**Subject:** Re: PWCAU-GCOR-038369: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment ACNXREF<VWzcX5PyN6YSuqTmMhoY4>

Hi Carla,

Thanks for the consultation log - no further comments on this.

One last comment is attached from WSLHD, relating to Cumberland. Can you please confirm how addressed?

Regards,

Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC

M: 0431 478 388 T: +61 (02) 8266 1206

[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

On Tue, 17 Dec 2019 at 13:09, Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)> wrote:

Sensitivity: General

Thanks Ivan,

If there are no further comments can you please send a response to that effect.

Regarding the initial comments I have incorporated these into the consultation log and provided responses. I've extracted this out of the log and included it below, please let me know if any of these responses require further

changes. I note that some may not be able to be closed until you get a chance to review the updated strategy that will be submitted later this week.

Health Administration Corporation

Table A - 9: Log of consultation with HAC as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                            |
|----------|------------|-------------------|-----------------------------------------------|
| In       | 14/11/2019 | Phone             | I. Tcherkashnev contacted C. Bradley          |
| In       | 14/11/2019 | Email             | Initial pre-workshop comments                 |
| Out      | 14/11/2019 | Email             | Response to initial comments                  |
| In       | 14/11/2019 | Consultation      | Meeting minutes captures discussions          |
| In       | 19/11/2019 | Consultation      | Meeting minutes captures discussions          |
| Out      | 03/12/2019 | Teambinder        | Issue of Section 1 and 2 Draft PMS for review |
| In       | 10/12/2019 | Aconex            | Initial comments received (unable to access)  |
| In       | 11/12/2019 | Teambinder        | Initial comments resent                       |
| Out      | 12/12/2019 | Teambinder        | Reminder for close of review period           |
| Out      | 17/12/2019 | Email             | Follow up request for comments                |

Table A - 10: Log of issues raised by HAC as per A5 (d) and (e)

| Reference   | Comment                                                                                                         | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Parking Management Strategy reference location |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
|-------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------|-----------|-----------|--------|--------------|-------------|---------|--------|----------|---|---|-----------|---------|---------|-----------------------------------------------------------------------------------------------------------------------------|
| 1.01        | Confirm number of parking spaces lost on each side street off Hawkesbury Road during construction and end state | <p>The number of parking spaces lost on each side street off Hawkesbury Road is shown in the main report. Summary provided below.</p> <table border="1"> <thead> <tr> <th>Road</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td>Queens Rd</td> <td>3 lost</td> <td>1 additional</td> </tr> <tr> <td>Caroline St</td> <td>11 lost</td> <td>9 lost</td> </tr> <tr> <td>Helen St</td> <td>0</td> <td>0</td> </tr> <tr> <td>Jessie St</td> <td>14 lost</td> <td>13 lost</td> </tr> </tbody> </table> | Road                                           | Construction | End State | Queens Rd | 3 lost | 1 additional | Caroline St | 11 lost | 9 lost | Helen St | 0 | 0 | Jessie St | 14 lost | 13 lost | <p>Table 3.4 (Queens Rd, Caroline St and Helen St)</p> <p>Table 3.8 (Hawkesbury Rd, Jessie St, Hainsworth St, Park Ave)</p> |
| Road        | Construction                                                                                                    | End State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Queens Rd   | 3 lost                                                                                                          | 1 additional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Caroline St | 11 lost                                                                                                         | 9 lost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Helen St    | 0                                                                                                               | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| Jessie St   | 14 lost                                                                                                         | 13 lost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |
| 1.02        | Children's Hospital drop off is a critical area and needs a                                                     | Noted, this was discussed at the meeting on 19 <sup>th</sup> November 2019. During construction consultation will                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                            |              |           |           |        |              |             |         |        |          |   |   |           |         |         |                                                                                                                             |



| Reference | Comments                                                                                                        | How addressed                                                                                                                                                                                                                                                                                                                                                                                            | Parking Management Strategy reference location                                                               |
|-----------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
|           | separate discussion between PLR and Children's Hospital.                                                        | be continued with HAC and PLR team to manage impacts.                                                                                                                                                                                                                                                                                                                                                    |                                                                                                              |
| 1.03      | Understand Cumberland parking impacts will be discussed separately at a later date.                             | Cumberland area is outside the scope of the Parking Strategy, due to uncertainty around the further development in this area. Further discussions between Health and PC are to happen separate to the strategy for both construction and end state parking impacts and mitigations.                                                                                                                      | Section 3.2.3                                                                                                |
| 1.04      | Meeting with Children's Hospital only occurred on 19/11/19.                                                     | This date matches the submission date of the strategy for review. Initials comments and discussions from the workshop on the 19 <sup>th</sup> November 2019 were incorporated into the submission.                                                                                                                                                                                                       | Table 2.1                                                                                                    |
| 1.05      | Health did not attend this workshop and only feedback provided related to Children's entry, meeting on 19/11/19 | References to 'Health NSW' to be updated to 'Health Administration Corporation' as appropriate.                                                                                                                                                                                                                                                                                                          | Table 2.2                                                                                                    |
| 1.06      | Confirm if Bus Stops outside Children's will continue to operate during construction                            | The bus stop outside the Children's Hospital is maintained throughout construction and in the end state.<br><br>All other bus stops are removed during construction and not reinstated in the end state.                                                                                                                                                                                                 | Section 3.1.4.3<br><br>Section 3.1.5.2 – Hawkesbury Road                                                     |
| 1.07      | 19th November? No workshop held on 18th                                                                         | Noted, date corrected to 19 <sup>th</sup> November 2019.                                                                                                                                                                                                                                                                                                                                                 | Section 3.1.5.2 – Hawkesbury Road                                                                            |
| 1.08      | Confirm # of parking lost at Children's drop off. What type of parking remaining?                               | As shown in Figure 3.17 and 3.18 the following parking is lost: <ul style="list-style-type: none"> <li>• 3 'Disability Parking' spaces (median)</li> <li>• 2 'Authorised Vehicles Only' spaces (median)</li> <li>• 3 of the 5 'No Parking (Emergency Parking Only)' spaces</li> </ul> The remaining parking is 2 'No Parking (Emergency Parking Only)' spaces and sufficient width to allow a vehicle to | Section 3.1.5.2 – Children's Hospital Emergency Entrance<br><br>Table 3.8<br><br>Figure 3.17 and Figure 3.18 |



| Reference | Comments                                                                                                                                          | How addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Parking Management Strategy reference location                                                |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
|           |                                                                                                                                                   | pull up on the kerb and another vehicle to pass.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                               |
| 1.09      | Unclear. Are disabled parking spaces being provided or 2H parking. Feedback from Children's and WSLHD was for disabled.                           | <p>During construction the 5 disabled spaces lost from Hainsworth St are to be provided in Park Avenue.</p> <p>In the end state 3 disabled spaces can be reinstated in Hainsworth St, allowing 3 of the spaces in Park Avenue to be converted to 2-hour parking.</p> <p>The existing number of disability parking within the precinct is retained during construction and in the end state.</p>                                                                                                                                                                                                   | <p>Section 3.1.5.2 – Hainsworth Street and Park Avenue</p> <p>Figure 3.17 and Figure 3.18</p> |
| 1.10      | Unclear. How much parking? The entire drop off area? This section reads as if there will be no parking at Children's front entry. Please clarify. | <p>Updated to indicate this loss refers to the parking losses as discussed above.</p> <p>Refer to comment 1.08 above for losses.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Section 3.1.5.3                                                                               |
| 1.11      | PLR to advise how many spaces expected to be lost through new alignment.                                                                          | <p>There is a large amount of informal parking in the area, and therefore the number of spaces lost is not able to be determined. As noted in Section 3.2.3 anecdotal evidence suggests that within the project boundary approximately 130 vehicles current park, either in kerb side parking spaces or informal open areas.</p> <p>During construction all kerbside and informal open areas within the project boundary will be removed. In the end state some areas are likely to be made available, however a worst-case scenario would be to assume the loss of parking for 130 vehicles.</p> | Section 3.2.3                                                                                 |
| 1.12      | Wrong date                                                                                                                                        | Refer to comment 1.04 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Consultation Log – Table 2.3                                                                  |
| 1.13      | Confirm when minutes were issued to NSW Health.                                                                                                   | Meeting minutes were subsequently distributed on the 16 <sup>th</sup> December 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Consultation Log – Appendix A                                                                 |
| 1.14      | What occurred on the 14th? What minutes does this refer to?                                                                                       | HAC were invited to attend the meeting on the 14 <sup>th</sup> November 2019,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Consultation Log – Table A -9                                                                 |

| Reference | Comments         | How addressed                                                                                                                                                                                                        | Parking Management Strategy reference location |
|-----------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
|           |                  | however a separate workshop was organised for the 19 <sup>th</sup> November 2019.<br><br>Quinton Jubb from TfNSW attended and provided some background information and comments from previous consultation with HAC. |                                                |
| 1.15      | 'How addressed'? | How Addressed columns updated in subsequent revision of strategy.                                                                                                                                                    | Consultation Log – Table A - 10                |

Regards,

Carla Bradley

Transportation Engineer  
Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

[www.beca.com](http://www.beca.com)

[www.linkedin.com/company/beca](https://www.linkedin.com/company/beca)

**From:** Ivan Tcherkashnev (AU) <[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)>

**Sent:** Tuesday, 17 December 2019 1:03 PM

**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>

**Subject:** Re: PWCAU-GCOR-038369: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment ACNREF<VWzcX5PyN6YSuqTmMhoY4>

Hi Carla,

I am following up with HAC stakeholders today and will get back to you asap.

Regards,

Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC

M: 0431 478 388 T: +61 (02) 8266 1206

[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

On Tue, 17 Dec 2019 at 11:48, Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)> wrote:

Sensitivity: General

Hi Ivan,

I just wanted to follow up regarding comments from HAC. Yesterday was the last day for comments and I did not receive anything further from your initial comments. You indicated that there would be further comments, so I wanted to understand when these will be provided. Can you please get these through by 10am tomorrow (18<sup>th</sup> December) at the latest?

I will be providing back some responses to your comments later today.

Kind Regards,

Carla Bradley

Transportation Engineer  
Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

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---

**From:** Ivan Tcherkashnev <[auto-reply-mel@aconex.com](mailto:auto-reply-mel@aconex.com)>  
**Sent:** Tuesday, 10 December 2019 1:23 PM  
**To:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>  
**Subject:** PWCAU-GCOR-038369: PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment ACNXREF<VWzcX5PyN6YSuqTmMhoY4>

You have received a new [General Correspondence: PWCAU-GCOR-038369](#)

**Project:** Westmead  
**Type:** General Correspondence  
**Mail Number:** PWCAU-GCOR-038369  
**To:** Carla Bradley, Beca Consultants Pty Ltd  
**Cc:** Quinton Jubb, TfNSW  
**From:** I Tcherkashnev, PwC  
**Sent:** 10/12/2019 1:23:06 PM AEDT (GMT +11:00)  
**Attribute 1:** A1 - Not Project Related  
**Attribute 2:** A1 - Not Discipline Related  
**Status:** N/A  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

---

Hi Carla,

Further to be below transmittal in PLRM-CPBD-TFNSW-TX-000466, for the Parking Management Strategy, see attached initial comment

Regards,  
Ivan Tcherkashnev

Project Manager | Capital Projects | PwC  
P: +61 (2) 8266 1206 M: 0431 478 388 [ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

---

## PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment

2 messages

---

**PLRINF Document Controller** <[PLRINF.documentcontrol@cpbdjv.com.au](mailto:PLRINF.documentcontrol@cpbdjv.com.au)>  
Reply-To: PLRINF Document Controller <[PLRINF.documentcontrol@cpbdjv.com.au](mailto:PLRINF.documentcontrol@cpbdjv.com.au)>

To: Ivan Tcherkashnev <[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)>

## Document Transmittal

|                          |                                                                    |                             |
|--------------------------|--------------------------------------------------------------------|-----------------------------|
| <b>Project Number:</b>   | PLRM                                                               | <b>Transmittal No:</b> PLRM |
| <b>Project Title:</b>    | Parramatta Light Rail - Main Works                                 |                             |
| <b>Date:</b>             | 03 December 2019 03:21 PM                                          |                             |
| <b>Subject:</b>          | PLR1NF - E11 Parking Management Strategy - Subr review and comment |                             |
| <b>Reason for Issue:</b> | Issued For Review                                                  |                             |
| <b>Message:</b>          |                                                                    |                             |

Dear All,

Please find attached TfNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy including appendices issued for stakeholder review and comment on behalf of *Richard Thomas & Carla Bradley*.

*Please see further message from Carla below.*



Kind regards,

Ravinder Kaur

Hi All,

Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infrastructure Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and ass T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October

The report structure is as follows:

- PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering r the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrast comprises the first 20-30 pages of the document.
- The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the doc manageable size, these pages have not been included in the draft document. There have been no further upd sign the submission of Revision 2.0
- PLR1INF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management s Appendix B and is the focus on this review

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia (excluding Grand Avenue North) were submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline this strategy to enable construction activities to begin as planned in the new year.

Your comments are requested by **COB Monday 16<sup>th</sup> December** (2 weeks). You are welcome to send any early feedback or comment begin to action them.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the st

Thankyou in advance for your input and assistance.

Regards



Carla Bradley

=====  
Your Response is required by 16 December 2019

**Transmitted to:**

| Company                           |
|-----------------------------------|
| Transport for NSW                 |
| APP Corporation                   |
| Transport Management Centre       |
| Transport Management Centre       |
| Transport for NSW                 |
| Transport for NSW                 |
| Roads and Maritime Services       |
| Health Administration Corporation |
| Transport for NSW                 |
| Transport for NSW                 |
| Transport for NSW                 |
| Transport for NSW                 |
| Transport for NSW                 |
| Transport for NSW                 |
| City of Parramatta                |
| Roads and Maritime Services       |

**Transmitted cc:**

| Company         | Name           |
|-----------------|----------------|
| APP Corporation | Andrew Bennet  |
| APP Corporation | David Opperman |
| APP Corporation | Judy Chan      |

|                                      |                               |
|--------------------------------------|-------------------------------|
| CPB Contractors and Downer EDI Works | Garry Lomas                   |
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLRINF CPBDTeambinder         |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLRINF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunalayan            |
| CPB Contractors and Downer EDI Works | David Jackson                 |
| CPB Contractors and Downer EDI Works | Suren Pakeri                  |
| CPB Contractors and Downer EDI Works | Angus McDougall               |
| CPB Contractors and Downer EDI Works | Peter Monsted                 |
| CPB Contractors and Downer EDI Works | Richard Thomas                |
| CPB Contractors and Downer EDI Works | Katherine Hawkins             |
| CPB Contractors and Downer EDI Works | David Saggerson               |
| CPB Contractors and Downer EDI Works | Brian Downey                  |
| CPB Contractors and Downer EDI Works | Chad Bevan                    |

CPB Contractors and Downer EDI Works

Denise Corish

[Click here to download all Transmittal files.](#)

Click on Document Nos to download them individually.

| Item | Document No                                    | Rev | Sts | Title                                                                                                                                                             |
|------|------------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2 Infrastructure Delivery   Parramatta Light Rail – Stage 1 (SSI-8285)                                                        |
| 2    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy – Stage 2   Infrastructure Delivery   Parramatta Light Rail – Stage 1 |

**Transmitted by:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

Attachments:

[PLR1-TRN-BECA-000021-PLR-TFNSW-PJT-PE-RPT-000019\\_Rev03\\_DRAFT.pdf \(84 MB\)](#)

TeamBinder Transmittal Reference: {861DECF2-7FF5-4BC8-A187-9CA74664194F}

---

**Ivan Tcherkashnev (AU)** <[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)>

Draft To: PLRINF Document Controller <[PLRINF.documentcontrol@cpbdjv.com.au](mailto:PLRINF.documentcontrol@cpbdjv.com.au)>, Carla Bradley <[Carla.Bradley@bec](mailto:Carla.Bradley@bec)>

Hi Carla,

See below

Regards,

Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC

M: 0431 478 388 T: +61 (02) 8266 1206

[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

[Quoted text hidden]

---

**File Attachment**

[Parking Strategy - PLR1INF-BECA-ALL-Tf-RPT-000001.01.C3.01.01-PWC Comments.pdf](#)

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Australia: 1300 ACONEX (1300 226 639)

Int: +61 3 9240 0200

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The Aconex Team

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## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-004690  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 13 January 2020, 04:35:46 PM +10:00 **Response required by:**

**To:** Carla Bradley, Beca

**CC:** Richard Thomas, CPB Downer Joint Venture  
 Peter Monsted, CPB Downer Joint Venture  
 Ian Veinot, CPB Downer Joint Venture  
 Monica Yee, CPB Downer Joint Venture  
 Katherine Hawkins, CPB Downer Joint Venture

**From:** Ravinder Kaur, CPB Downer Joint Venture

**Subject:** **FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

**Area:** **Work Package:** -

This mail item is received via EMAIL from PLRINF Document Controller on 2020-01-10 06:02:15 PM +11:00 and processed by Ravinder Kaur of CPB Downer Joint Venture on 2020-01-13 5:34:31 PM +11:00.

**From:** PLRINF Document Controller <system@teambinder.com>  
**Sent:** Friday, 10 January 2020 06:02:17 PM  
**To:** PLRINF CPBDTeambinder <plr1@tbupload.com>  
**Subject:** FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout


 Parramatta  
 Connect

## General Correspondence

**Reference No.:** PLR-PLR1NF-CPBD-CPBD-CORR-000667  
**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 18:01

**To:** PLRINF CPBDTeambinder, CPB Contractors and Downer EDI Works

**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Subject:** **FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

---

**Design Pkg:** **Contract / Program:** Stage 1 Infrastructure Contract  
**Discipline:** Environmental **Location:**

— Original Message —

## General Correspondence

**Reference No.:** PLR-PLR1NF-HAC-CPBD-CORR-000003  
**Project Title:** Parramatta Light Rail - Main Works

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1/13/2020 PLR1 - GEN-PLR1-GEN-CPBDJV-004690 - FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Ligh...

**Date:** 10 January 2020, 16:25  
**To:** PLR1NF Document Controller, CPB Contractors and Downer EDI Works  
Carla Bradley, CPB Contractors and Downer EDI Works  
**From:** Ivan Tcherkashnev, Health Administration Corporation  
**Subject:** RE: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

Hi Carla,  
Confirming that HAC has no further comments on the Parking Management Strategy (PLR1NF-BECA-ALL-TF-RPT-000001)

Regards,  
Ivan Tcherkashnev

Project Manager | Infrastructure & Urban Renewal | PwC  
M: 0431 478 388 T: +61 (02) 8266 1206  
[ivan.tcherkashnev@pwc.com](mailto:ivan.tcherkashnev@pwc.com)

---

**Design Pkg:** Contract / Program: Stage 1 Infrastructure Contract  
**Discipline:** Environmental Location:

— Original Message —



## General Correspondence

**Reference No.:** PLR-PLR1NF-CPBD-TFNSW-CORR-000923  
**Project Title:** Parramatta Light Rail - Main Works

---

**Date:** 10 January 2020, 10:10  
**To:** David Howarth, Transport for NSW  
Gillian Lehn, APP Corporation  
Peter Keyes, Transport Management Centre  
Frankie Passarelli, Transport Management Centre  
Joekarl Diaz, Transport for NSW  
Maziar Neyakivi, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Ivan Tcherkashnev, Health Administration Corporation  
Quinton Jubb, Transport for NSW  
Jody Gould, Transport for NSW  
Joshua Powell, Transport for NSW  
Chris Duffy, Transport for NSW  
Nicholas Butler, Transport for NSW  
Richard Searle, City of Parramatta  
RMS Integration, Roads and Maritime Services  
**Cc:** Andrew Bennet, APP Corporation  
David Opperman, APP Corporation  
Judy Chan, APP Corporation  
Cyrus He, CPB Contractors and Downer EDI Works  
Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
Jonathan Dando, CPB Contractors and Downer EDI Works  
Juan Carlos Fernandez Sanchez, Transport for NSW  
Kavitha Dey, Transport for NSW  
Mark Favetta, Transport for NSW  
PLR Document Controller, Transport for NSW  
Jennifer Young, APP Corporation  
Robinson Nicoloso, CPB Contractors and Downer EDI Works  
Kurt Uebergang, CPB Contractors and Downer EDI Works  
PLR1NF CPBD Teambinder, CPB Contractors and Downer EDI Works  
Uma Chemudapati, CPB Contractors and Downer EDI Works  
Monica Chausson, CPB Contractors and Downer EDI Works  
Nipun Shahi, CPB Contractors and Downer EDI Works  
Anthony Pavitt, CPB Contractors and Downer EDI Works  
Christopher Adams, CPB Contractors and Downer EDI Works  
David Jackson, CPB Contractors and Downer EDI Works  
Suren Pakeri, CPB Contractors and Downer EDI Works  
Angus McDougall, CPB Contractors and Downer EDI Works

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1/13/2020      PLR1 - GEN-PLR1-GEN-CPBDJV-004690 - FW: REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Ligh...

Peter Monsted, CPB Contractors and Downer EDI Works  
Richard Thomas, CPB Contractors and Downer EDI Works  
Katherine Hawkins, CPB Contractors and Downer EDI Works  
David Saggerson, CPB Contractors and Downer EDI Works  
Brian Downey, CPB Contractors and Downer EDI Works  
Chad Bevan, CPB Contractors and Downer EDI Works  
Denise Corish, CPB Contractors and Downer EDI Works  
Fraser Leishman, Roads and Maritime Services  
Shannon Souksavong, Roads and Maritime Services

**From:** PLR1NF Document Controller, CPB Contractors and Downer EDI Works

**Subject:** **REMINDER: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout**

Hi All,  
Please see reminder below on half of Carla Bradley,  
Regards  
Ravinder

=====  
"Hi all,

Please note that today is the final opportunity for comments on the final draft parking management strategy (sent on Monday PLR-PLR1INF-CPBD-TFNSW-CORR-000903) prior to submission to the ER on the 14<sup>th</sup> January 2020.

Can you please review advise whether you have any further comments on the final draft of the strategy. If there are no further comments can you please provide a response to that effect.

As noted above the strategy is being submitted on Tuesday 14th January next week for ER endorsement, to be able to then subsequently submit to DPIE for information by the 17th January. It is therefore important to receive confirmation of close out by **COB today 10th January 2020**.

If there are any questions please get in touch with Carla Bradley (carla.bradley@beca.com or 8216 4546).

Kind Regards,  
Carla Bradley"

=====  
**Design Pkg:**  
**Discipline:** Environmental

**Contract / Program:** Stage 1 Infrastructure Contract  
**Location:**

— Original Message —



General Correspondence

Reference No.: PLR-PLR1INF-CPBD-TFNSW-CORR-000903

Project Title: Parramatta Light Rail - Main Works

Date: 06 January 2020, 11:35      Response Required by: 10 January 2020

To: David Howarth, Transport for NSW  
Gillian Lehn, APP Corporation  
Peter Keyes, Transport Management Centre  
Frankie Passarelli, Transport Management Centre  
Joekarl Diaz, Transport for NSW  
Maziar Neyakivi, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Ivan Tcherkashnev, Health Administration Corporation  
Quinton Jubb, Transport for NSW  
Jody Gould, Transport for NSW  
Joshua Powell, Transport for NSW  
Chris Duffy, Transport for NSW  
Nicholas Butler, Transport for NSW  
Richard Searle, City of Parramatta  
RMS Integration, Roads and Maritime Services

<https://ineight.cpbcon.com.au/TeamBinder191104/MailReg/tbMailDetailView.aspx?loc=Dashboard&openMail=71205&mailBox=1&tcKey=57f21a9...> 3/5

Cc: Andrew Bennet, APP Corporation  
David Opperman, APP Corporation  
Judy Chan, APP Corporation  
Garry Lomas, CPB Contractors and Downer EDI Works  
Stewart Dunlop, CPB Contractors and Downer EDI Works  
Cyrus He, CPB Contractors and Downer EDI Works  
Craig Sampson, CPB Contractors and Downer EDI Works  
Sai Kulaweerasingam, CPB Contractors and Downer EDI Works  
Jonathan Dando, CPB Contractors and Downer EDI Works  
Juan Carlos Fernandez Sanchez, Transport for NSW  
Kavitha Dey, Transport for NSW  
Mark Favetta, Transport for NSW  
PLR Document Controller, Transport for NSW  
Jennifer Young, APP Corporation  
Robinson Nicoloso, CPB Contractors and Downer EDI Works  
Kurt Uebergang, CPB Contractors and Downer EDI Works  
PLRINF CPBDTeamBinder, CPB Contractors and Downer EDI Works  
Uma Chemudapati, CPB Contractors and Downer EDI Works  
Monica Chausson, CPB Contractors and Downer EDI Works  
Nipun Shahi, CPB Contractors and Downer EDI Works  
Anthony Pavitt, CPB Contractors and Downer EDI Works  
Christopher Adams, CPB Contractors and Downer EDI Works  
David Jackson, CPB Contractors and Downer EDI Works  
Suren Pakeri, CPB Contractors and Downer EDI Works  
Angus McDougall, CPB Contractors and Downer EDI Works  
Peter Monsted, CPB Contractors and Downer EDI Works  
Richard Thomas, CPB Contractors and Downer EDI Works  
Katherine Hawkins, CPB Contractors and Downer EDI Works  
David Saggerson, CPB Contractors and Downer EDI Works  
Brian Downey, CPB Contractors and Downer EDI Works  
Chad Bevan, CPB Contractors and Downer EDI Works  
Denise Corish, CPB Contractors and Downer EDI Works

From: PLRINF Document Controller, CPB Contractors and Downer EDI Works

Subject: RE: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail - Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

---

Hi All,  
Please find attached document on behalf of Carla Bradley. See further message below from Carla.  
Regards  
Ravinder kaur

---

"Hi All,

Please find attached the Final Draft Revision of the Parking Management Strategy for the Infrastructure Delivery for review and comment closeout.

To make this review process and comment closeout easier only the Infrastructure Delivery report and associated consultation log has been provided. As previously indicated this document sits as part of the projectwide parking management strategy that includes the enabling works strategy completed by ARUP.

Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision to address consultation comments can be easily identified.

Your comments have been captured in the consultation log, with responses indicated. To assist in reviewing the document I have provided the page number where you will be able to find the relevant consultation information:

- RMS and SCO: Page 316 of 440
- TfNSW: Page 328 of 440
- CoPC: Page 361 of 440
- ER: Page 373 of 440
- HAC: Page 377 of 440

Pages 1 to 168 are the main body of the strategy. Page 169 to 273 is Appendix and includes the survey data. Page 274 to 440 is the consultation log.

Your comments and/or close out of comments are requested by COB Friday 10<sup>th</sup> January 2020. You are welcome to send any early feedback or confirmation.

If you have no further comments and are satisfied that your comments have been addressed please send back confirmation of this acceptance to allow us to close out the strategy. We are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Please don't hesitate to get in touch with Carla Bradley (Carla.Bradley@beca.com) if you would like to discuss any aspect of the strategy or process. Thankyou in advance for your input and assistance.

Regards,  
Carla Bradley"

---

Design Pkg:  
Discipline: Environmental

Contract / Program: Stage 1 Infrastructure Contract  
Location:

Attachments: PLR1INF-BECA-ALL-TF-RPT-000001.01.C3.01.02.pdf

---

**Discipline:** Environmental

**Originator's Reference No.:**

**Function:** EN-Environment

**File Location:** EN01-Correspondence

## Australia Post

Table A - 11: Log of consultation with Australia Post as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                                                                           |
|----------|------------|-------------------|----------------------------------------------------------------------------------------------|
| Out      | 05/12/2019 | Online Agent      | C. Bradley requested appropriate contact for consultation                                    |
| In       | 05/12/2019 | Email             | S. Hatzi contacted C. Bradley for details                                                    |
| Out      | 06/12/2019 | Phone             | C. Bradley confirmed what information was required for consultation and to get feedback      |
| Out      | 06/12/2019 | Email             | Request for comments on mail zone impacts                                                    |
| Out      | 16/12/2019 | Email             | Follow up request for comments                                                               |
| In       | 16/12/2019 | Email             | Comments on changes for 3 of the 4 affected mail zones                                       |
| In       | 16/12/2019 | Email             | Comments on changes for the 4 <sup>th</sup> affected mail zone                               |
| Out      | 16/12/2019 | Phone             | C. Bradley followed up to clarify comments and changes, and requested additional information |
| In       | 16/12/2019 | Email             | Further comments on Grose St and Macquarie St mail zones                                     |
| Out      | 16/12/2019 | Email             | Further clarification requested for Macquarie St mail zone                                   |
| In       | 16/12/2019 | Email             | Further comment on Hawkesbury Rd mail zone                                                   |
| In       | 16/12/2019 | Email             | Further comment on Macquarie St mail zone                                                    |

|     |            |       |                                                                 |
|-----|------------|-------|-----------------------------------------------------------------|
| Out | 17/12/2019 | Email | Further confirmation requested for Hawkesbury Rd mail zone      |
| Out | 17/12/2019 | Email | Further confirmation requested for Macquarie St mail zone       |
| In  | 17/12/2019 | Email | Confirmation on preferred relocation for Macquarie St mail zone |
| In  | 18/12/2019 | Email | Confirmation on removal of Hawkesbury Rd mail zone              |

Table A - 12: Log of issues raised by Australia Post as per A5 (d) and (e)

| Reference | Comment                                                                                                                                                                                                                                                                                                                                               | How addressed                                                                                                                                                                                                                                                                                                                                                                             | Parking Management Strategy reference location            |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| 1.01      | Grose Street (405 Church Street): Relocation by 1 space to the west is acceptable. Street Post Box (SPB) will need to be relocated as well and this is to be carried out by the SPB team.                                                                                                                                                             | No further action, as per strategy.                                                                                                                                                                                                                                                                                                                                                       | Section 3.2.6.2 – Grose St<br>Figure 3.39 and Figure 3.40 |
| 1.02      | 20 Macquarie Street: Temporary removal during construction of No Parking (Mail Vehicles Excepted) is acceptable.                                                                                                                                                                                                                                      | No further action, as per strategy.                                                                                                                                                                                                                                                                                                                                                       | Section 3.3.6.2 – Construction<br>Figure 3.54             |
| 1.03      | 57-59 Macquarie Street: Temporary removal of 57-59 Macquarie Street mail zone and post boxes will affect the public and offices around. These boxes get full and require 4 time a day clearance. Suggested to relocate inside post office if possible. Otherwise relocate the Express SPB with the existing Red SPB at George Street – Church Street. | Mail zone to be removed, and further consultation required by PC comms team to understand appropriate relocation. Preferred location is inside the post office, otherwise the express SPB is to be relocated to the existing red SPB in George Street.<br><br>The parking strategy has allowed for a third option to install in Hunter St with a new No Parking (Mail Vehicles Excepted). | Section 3.3.6.2<br>Figure 3.54 and Figure 3.58            |

| Reference | Comment                                                                                                                                                                                                                                                                                                                                          | How addressed                                                                                                                                                                                                                                       | Parking Management Strategy reference location                 |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| 1.04      | 57 Adderton Road: Relocation of SPB into loading zone in Robert Street is acceptable.                                                                                                                                                                                                                                                            | No further action, as per strategy.                                                                                                                                                                                                                 | Section 3.5.4.2<br>Figure 3.91                                 |
| 1.05      | 213 Hawkesbury Road (Children's Hospital): Indicated that with the removal of the existing SPB they are considering relocating inside the Children's Hospital Entrance.<br><br>Otherwise, the alternative will be to remove from service during construction work as it may be deemed unsafe for our staff and patrons of the SPB to have usage. | Followed up and confirmed that with the close proximity of Helen St SPB and SPB in the hospital this SPB and mail zone on Hawkesbury Road can be removed and not reinstated.<br><br>Date of removal to be communicated further with Australia Post. | Section 3.1.5.2 – Hawkesbury Rd<br>Figure 3.17 and Figure 3.18 |



## Carla Bradley

---

**From:** Ilagan, Rannie <Rannie.Ilagan@auspost.com.au>  
**Sent:** Tuesday, 17 December 2019 7:50 PM  
**To:** Carla Bradley; Hatzl, Stephen  
**Cc:** Pilcher, Anthony; DL SPB NSW; Peakman, Barry; Estephan, George; Trinh, Thai; Masters, Patricia; McWhirter, Dallas  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Hi Carla,

Relocation inside post office is the preferred option however, they need to be consulted if this is acceptable for them. Also, they probably have the best knowledge in the need of local community for SPB Box in this area and should be able to advise the effect of SPB relocation.

Our role is to collect products from Post Offices and clearances of SPB's. I have laid out options due to mail zone parking restrictions removal but a further consultation is needed to determine the best option and minimise impact in the community.

Thanks,

**Rannie Ilagan**  
PTC3  
Pick Up & Delivery Chullora PDC  
Australia Post

2 Hume Highway, Chullora NSW 2190

T 0295617303

M 0413896348

E Rannie.Ilagan@auspost.com.au



---

**From:** Carla Bradley [mailto:Carla.Bradley@beca.com]  
**Sent:** Tuesday, 17 December 2019 6:47 PM

**To:** Ilagan, Rannie <Rannie.Ilagan@auspost.com.au>; Hatzi, Stephen <stephen.hatzi@auspost.com.au>  
**Cc:** Pilcher, Anthony <anthony.pilcher@auspost.com.au>; DL SPB NSW <DLSPBNSW@auspost.com.au>; Peakman, Barry <Barry.Peakman@auspost.com.au>; Estephan, George <George.Estephan@auspost.com.au>; Trinh, Thai <Thai.Trinh@auspost.com.au>  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Sensitivity: General

Hi Rannie,

I will note that the Grose Street SPB will need to be moved.

For the 57-59 Macquarie Street SPB the preferred outcomes from a parking perspective would be to either relocate inside the post office or relocate the Express SPB to the existing Red SPB at George Street – Church St. Both of these options do not require parking changes.

The relocation into Hunter Street will require the removal of parking here. As there is already a large number of parking losses within the CBD it would be preferable if we can avoid this additional loss.

Are you able to advise which of the first two options would be preferred? And are you able to confirm this or would this need to be further consulted?

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

[www.becca.com](http://www.becca.com)

[www.linkedin.com/company/becca](http://www.linkedin.com/company/becca)

---

**From:** Ilagan, Rannie <[Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)>  
**Sent:** Monday, 16 December 2019 8:02 PM  
**To:** Carla Bradley <[Carla.Bradley@becca.com](mailto:Carla.Bradley@becca.com)>; Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Cc:** Pilcher, Anthony <[anthony.pilcher@auspost.com.au](mailto:anthony.pilcher@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; Peakman, Barry <[Barry.Peakman@auspost.com.au](mailto:Barry.Peakman@auspost.com.au)>; Estephan, George <[George.Estephan@auspost.com.au](mailto:George.Estephan@auspost.com.au)>; Trinh, Thai <[Thai.Trinh@auspost.com.au](mailto:Thai.Trinh@auspost.com.au)>  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Hi Carla,

Thanks for shedding some light on.

As Grose Street is a permanent move then SPB should be relocated to where the mail zone is. This will be done by SPB Team.

If mail zone parking restriction at 57- 59 Macquarie Street will be affected then SPB boxes should be relocated to another location. We have few options here, relocate inside post office, relocate the Express SPB box with the existing Red SPB at George Street – Church Street, or as per your suggestion in Hunter Street with a mail zone parking (this should be located in the cull de sac side of Hunter street to minimise delay for our drivers going to Westfield and North Parra).

Thanks,

Rannie Ilagan  
PTC3  
Pick Up & Delivery Chullora PDC  
Australia Post

2 Hume Highway, Chullora NSW 2190

T 0295617303

M 0413896348

E Rannie.ilagan@auspost.com.au



---

**From:** Carla Bradley [<mailto:Carla.Bradley@beca.com>]

**Sent:** Monday, 16 December 2019 3:44 PM

**To:** Ilagan, Rannie <[Rannie.ilagan@auspost.com.au](mailto:Rannie.ilagan@auspost.com.au)>; Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>

**Cc:** Pilcher, Anthony <[anthony.pilcher@auspost.com.au](mailto:anthony.pilcher@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; Peakman, Barry <[Barry.Peakman@auspost.com.au](mailto:Barry.Peakman@auspost.com.au)>; Estephan, George <[George.Estephan@auspost.com.au](mailto:George.Estephan@auspost.com.au)>; Trinh, Thai <[Thai.Trinh@auspost.com.au](mailto:Thai.Trinh@auspost.com.au)>

**Subject:** RE: # 9035803, Parramatta Light Rail project

Sensitivity: General

Hi Rannie,

Thanks for the confirmation on the Grose Street SPB. This will be a permanent shift for the mail zone and therefore I understand the SPB will also need to be shifted to suit. From discussion with Steve the relocation of the SPB would be done by yourselves.

Regarding the SPB at 57-59 Macquarie Street I have spoken with the construction team and the SPB itself is not expected to be affected by the construction works. However, the mail zone parking restriction at this location (along with all other parking in Macquarie Street) is to be removed during construction. Following construction the mail zone will be reinstated 1 space west of where it is currently located. The closest location to provide a mail zone to



service these SPB's would be in Hunter Street. Is the mail zone parking restriction required at this location? If is it required is Hunter Street appropriate?

Kind Regards,  
Carla Bradley

Transportation Engineer  
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---

**From:** Ilagan, Rannie <[Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)>  
**Sent:** Monday, 16 December 2019 1:09 PM  
**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Cc:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>; Pilcher, Anthony <[anthony.pilcher@auspost.com.au](mailto:anthony.pilcher@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; Peakman, Barry <[Barry.Peakman@auspost.com.au](mailto:Barry.Peakman@auspost.com.au)>; Estephan, George <[George.Estephan@auspost.com.au](mailto:George.Estephan@auspost.com.au)>; Trinh, Thai <[Thai.Trinh@auspost.com.au](mailto:Thai.Trinh@auspost.com.au)>  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Hi Steve,

One space is not much of a walk, it's acceptable for a short term. However if the project takes months then it is advisable to move the SPB on the allocated mail zone. This will be more efficient and less manual handling for the drivers.

If you guys can relocate SPB inside PO then PO staff will be responsible for clearing those SPB and get handed to our driver together with other products during collection. Arrangements for some PO's that have SPB inside their offices are like this.

Thanks,

**Rannie Ilagan**  
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Pick Up & Delivery Chullora PDC  
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T 0295617303  
  
M 0413896348  
  
E [Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)





---

**From:** Hatzi, Stephen  
**Sent:** Monday, 16 December 2019 12:14 PM  
**To:** Ilagan, Rannie <[Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)>  
**Cc:** Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>; Pilcher, Anthony <[anthony.pilcher@auspost.com.au](mailto:anthony.pilcher@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>  
**Subject:** RE: # 9035803, Parramatta Light Rail project  
**Importance:** High

Hi Rannie

Just a few more questions on these,

Grose Street (405 Church Street), Parramatta moving 1 space west, would it be possible to avoid moving the SPB, can the drivers walk to the next space to clear the SPB?

57-59 Macquarie Street, Parramatta if we can get them in the Post office how will they get cleared and is there any parking for the van drivers?

Hi Tony

With your knowledge, what will be the chances of getting these into the Post Office?

Can you please get back to me today with your answers.

Many Thanks

Steve

**Stephen Hatzi**  
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**T** 0438601508

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-----



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**From:** Ilagan, Rannie  
**Sent:** Tuesday, 10 December 2019 8:21 PM  
**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>  
**Cc:** DL NSW PUD POTTS HILL <[DLNSWPUDPOTTSHILL@auspost.com.au](mailto:DLNSWPUDPOTTSHILL@auspost.com.au)>  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Hi Steve,

Please see answers in red below.

Thanks,

**Rannie Ilagan**  
PTC3  
Pick Up & Delivery Chullora PDC  
2 Hume Highway, Chullora NSW 2190

**T** 0295617303

**M** 0413896348

**E** [Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)



---

**From:** Govender, Raj  
**Sent:** Monday, 9 December 2019 7:14 AM  
**To:** Ilagan, Rannie <[Rannie.Ilagan@auspost.com.au](mailto:Rannie.Ilagan@auspost.com.au)>  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

**Raj Govender**  
PTC 5  
St Leonards Vans



2 Herbert St St Leonards NSW 2065

T 0292531233

M 0418650556

E [Raj.Govender@auspost.com.au](mailto:Raj.Govender@auspost.com.au)

-----



---

**From:** Shine, Kevin  
**Sent:** Monday, 09 December, 2019 7:05 AM  
**To:** Govender, Raj <[Raj.Govender@auspost.com.au](mailto:Raj.Govender@auspost.com.au)>  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Raj

Please check I don't think it will affect us here

**Kevin Shine**  
Delivery Manager  
St Leonards  
2 Herbert Street St Leonards NSW 2065

T 02 9253 1225

M 0407 403 518

E [kevin.shine@auspost.com.au](mailto:kevin.shine@auspost.com.au)

-----



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**From:** Hatzi, Stephen  
**Sent:** Monday, 9 December 2019 6:40 AM  
**To:** Reid, Michael <[michael.reid@auspost.com.au](mailto:michael.reid@auspost.com.au)>; Govender, Raj <[Raj.Govender@auspost.com.au](mailto:Raj.Govender@auspost.com.au)>; Douglas, Tiphaine <[Tiphaine.Douglas@auspost.com.au](mailto:Tiphaine.Douglas@auspost.com.au)>  
**Cc:** DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; DL NSW PUD LEIGHTONFIELD <[DLNSWPUDLEIGHTONFIELD@auspost.com.au](mailto:DLNSWPUDLEIGHTONFIELD@auspost.com.au)>; DL NSW PUD CASTLE HILL

<[DLNSWPUDCASTLEHILL@auspost.com.au](mailto:DLNSWPUDCASTLEHILL@auspost.com.au)>; DL NSW PUD Melrose Park  
<[DLNSWPUDMelrosePark@auspost.com.au](mailto:DLNSWPUDMelrosePark@auspost.com.au)>; Ward, Daniel <[daniel.ward@auspost.com.au](mailto:daniel.ward@auspost.com.au)>; Britten, Allen Douglas  
<[allen.britten@auspost.com.au](mailto:allen.britten@auspost.com.au)>; Shine, Kevin <[kevin.shine@auspost.com.au](mailto:kevin.shine@auspost.com.au)>; [carla.bradley@beca.com](mailto:carla.bradley@beca.com)  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Good Morning all

I have been contacted by the Transportation Engineer Carla Bradley who is part of the Parramatta light rail project,

Can you please each review your SPB's below and the proposed changes and get back to me by COB Friday 13<sup>th</sup> December

Many Thanks

Steve

Stephen Hatzi

Operations & Equipment Support  
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E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



**From:** Carla Bradley [<mailto:Carla.Bradley@beca.com>]

**Sent:** Friday, 6 December 2019 5:17 PM

**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>

**Cc:** Thomas1, Richard <[Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)>; Hawkins, Katherine <[Katherine.Hawkins@pcplr.com.au](mailto:Katherine.Hawkins@pcplr.com.au)>;  
Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>

**Subject:** RE: # 9035803, Parramatta Light Rail project

Expecting this email? If suspicious forward it to [secureatpost@auspost.com.au](mailto:secureatpost@auspost.com.au)

Sensitivity: General

Hi Stephen,

As discussed over the phone I'm part of the Parramatta Light Rail Stage 1 project am completing the Parking Management Strategy. I was after feedback from Australia Post on changes to mail zones / street post boxes during construction and in the end state operation of the light rail. Can you please review the proposed changes and provide any feedback by COB 13<sup>th</sup> December 2019?

I've attached a markup of the changes and provided more detail below on the changes with key questions that I require comment on.

**Project Information**

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023. An overview of the route is shown below. You can also access other maps of the project here: <http://www.parramattalightrail.nsw.gov.au/node/213/>



**Parking Strategy Background**

- Parking is a critical component for stakeholders including the community and businesses throughout the Parramatta and Greater Parramatta area.
- It is therefore critical for the Parramatta Light Rail (PLR) project to identify parking impacts and implement effective measures throughout the construction and operation of Parramatta Light Rail.
- The strategy identifies parking impacts (permanent or temporary for greater than 3 months) and where appropriate provides mitigations to the parking impacts
- We have had workshops with key stakeholders (including TfNSW, RMS and Council) to present the parking impacts and mitigations throughout the whole project



- Initial feedback from the workshops was incorporated and the draft strategy submitted to stakeholders for review and comment
- This review period is to close on the 16<sup>th</sup> December 2019 and comments closed out and resubmitted for a final review by the 20<sup>th</sup> December 2019
- Once all comments are closed out the strategy is submitted for endorsement and then to the Department of Planning, Industry and Environment (DPIE) prior to the first removal of parking in January next year

### **Affected Mail Zones**

There are 3 mails zones and 2 No Parking (Mail Vehicles Excepted) parking areas affected by the project. Please refer to the attached document showing locations and proposed changes. I have provided some further information on each area below.

- 213 Hawkesbury Road (Children's Hospital), Westmead → Page 1
  - o All parking along Hawkesbury Road and Hainsworth Street are removed to facilitate the construction of the light rail and the light rail operation
  - o As a result this post box and the No Parking (Mail Vehicles Excepted) parking restriction is proposed to be removed and not replaced given the limited options for relocation
  - o It is understood that the hospital have on-site postal service that will continue to provide patients and staff access to a post box
  - o In Helen Street there is an existing post box that is not affected by the project and would continue to serve local residents
  - o It is anticipated that works here that affect the mail area will begin June 2020
  - o Is the removal of this post box accepted given the proximity of other post services?
- Grose Street (405 Church Street), Parramatta → Page 2
  - o This existing mail zone is affected by the intersection changes at Church Street and Grose Street
  - o The mail zone is proposed to be relocated 1 space west into the existing 1/4P parking area
  - o The 1/4P is also relocated and results in the loss of 1 space of 1-hour parking in Grose Street
  - o The earliest this would happen is July 2020, however it may be towards the end of construction in 2023
  - o Is this minor relocation of the mail zone acceptable? Will the post boxes need to be relocated for this?

**- 1 space west into the existing mail zone is acceptable.**
- 57-59 Macquarie Street and 20 Macquarie Street, Parramatta → Page 3
  - o At 57-59 Macquarie Street there is an existing mail zone and post boxes and at 20 Macquarie Street there is an existing No Parking (Mail Vehicles Excepted)
  - o During construction all parking on Macquarie Street between O'Connell Street and Church Street is removed and both of these are affected
  - o In the end state they are both reinstated, with the one at 57-59 Macquarie Street shifted slightly west by 1 space
  - o There are existing post boxes at 110 George Street, 37 George Street, 149 Church Street and 2 within Westfield
  - o It is not proposed to relocate these during construction due to the proximity of other post boxes
  - o Construction and the loss of these spaces is anticipated in June 2020, and will be reinstated towards the end of construction in 2023
  - o Is this temporary removal of the mail zone and post boxes at 57-59 Macquarie and no parking (mail vehicles excepted) at 20 Macquarie Street acceptable?

**-Temporary removal of no parking at 20 Macquarie Street is acceptable. However, removal of SPB at 57-59 Macquarie Street is not as this will affect the public and offices around. These boxes gets full and require 4 times a day clearance. Suggest to relocate inside Post Office if possible.**
- 57 Adderton Road, Telopea → Page 4
  - o At Telopea the light rail runs along the existing T6 Carlingford Railway line
  - o Parking in Adderton Road is affected by footpath widening works and requires the removal of the existing mail zone

- It is proposed to relocate the post boxes around the corner into Robert Street, within a relocated loading zone
- Given the size of the post box and the expectation that the mail zone is only used once a day, it is assumed that a mail vehicle could use the loading zone to access the post box
- Is this relocation into a loading zone acceptable? Or is a dedicated mail zone required at this location?

**-Relocation is acceptable**

Please feel free to give me a call to discuss anything. Otherwise I'd appreciate your feedback and comments by COB 13<sup>th</sup> December.

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

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[www.Linkedin.com/company/becca](http://www.Linkedin.com/company/becca)

---

**From:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>

**Sent:** Friday, 6 December 2019 9:53 AM

**To:** Carla Bradley <[Carla.Bradley@becca.com](mailto:Carla.Bradley@becca.com)>

**Subject:** FW: # 9035803, Parramatta Light Rail project

Hi Carla

What SPB's do you require to be removed?

When do you want this to be done by?

Can you please supply me with a detailed map of the area the light rail is going through.

Please note we are required to follow the customer consultation process for SPB's to be relocated/removed out of the area & this does take time.

Regards

Steve

Stephen Hatzi

Operations & Equipment Support

Business Service NSW/ACT

Australia Post

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T 0438601508

M 0438 601 508

E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



---

**From:** Hatzi, Stephen  
**Sent:** Friday, 6 December 2019 7:03 AM  
**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Subject:** # 9035803, Parramatta Light Rail project

Cs is working on the Parramatta Light Rail project and wants to chat to someone about the removal of SPB's and parking restrictions on

0433 723 121  
[carla.bradley@beca.com](mailto:carla.bradley@beca.com)

Please call her urgently - thanks

**Stephen Hatzi**  
Operations & Equipment Support  
Business Service NSW/ACT  
SWLF - Delivery lvl 3 East Wing, 2 Weeroona Road STRATHFIELD NSW 2135

**T** 0438601508

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**E** [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



Australia Post is committed to providing our customers with excellent service. If we can assist you in any way please telephone 13 13 18 or visit our website.



**Carla Bradley**

---

**From:** Douglas, Tiphaine <Tiphaine.Douglas@auspost.com.au>  
**Sent:** Wednesday, 18 December 2019 6:30 AM  
**To:** Carla Bradley; Hatzi, Stephen  
**Cc:** Britten, Allen Douglas; Pilcher, Anthony; DL SPB NSW; McCully, Phillip; Gangadharan, Sobhana  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Good morning Carla,

After consideration, I think we are probably better to just remove this SPB. There is 1 SPB inside the Westmead Hospital, one on the outside of Westmead Hospital, 1 on each side of the Westmead Station, 1 near Westmead Private Hospital and Helen Park.

I believe the area is well serviced in number of street posting boxes in the area.

Please continue to liaise with us and the DL SPB NSW group of when this SPB is required for us to remove the SPB. I think we should continue to provide the service until works commences and would like to place a notice to inform the public.

Regards  
Tiphaine.

Tiphaine Douglas  
Postal Transport Coordinator  
Castle Hill Parcel Pick Up and Delivery  
Australia Post

11B Hudson Avenue CASTLE HILL NSW 2154

M 0417029437

E Tiphaine.Douglas@auspost.com.au



---

**From:** Carla Bradley [mailto:Carla.Bradley@beca.com]  
**Sent:** Tuesday, 17 December 2019 6:36 PM  
**To:** Douglas, Tiphaine; Hatzi, Stephen

**Cc:** Britten, Allen Douglas; Pilcher, Anthony; DL SPB NSW  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Sensitivity: General

Hi Tiphaine,

I wanted to provide a little bit of clarity and had two questions that it would be good to get your input on.

As Stephen indicated, the Children's Hospital did not support relocation of the SPB into the emergency drop off area. This is due to parking within the area already being reduced by the project during construction and in the end state. They also indicated there are currently postal services within the hospital that patients and staff can access.

All parking in Hawkesbury Road and Hainsworth Street is removed. Some key parking (eg disability park and bus stop) is relocated into the side streets. The closest location to relocate this SPB would be into Jessie Street approximately 130 metres from its intersection with Hawkesbury Road. As you noted this is getting close to the SPB in Helen Street and therefore has been proposed for removal.

- 1- Are you able to confirm if this removal is acceptable, or whether it needs to be relocated?
- 2- If it is to be relocated, is Jessie Street appropriate, or would you prefer to have this located elsewhere?

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

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Phone: +61 2 8216 4500

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---

**From:** Douglas, Tiphaine <[Tiphaine.Douglas@auspost.com.au](mailto:Tiphaine.Douglas@auspost.com.au)>

**Sent:** Monday, 16 December 2019 4:25 PM

**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>

**Cc:** Britten, Allen Douglas <[allen.britten@auspost.com.au](mailto:allen.britten@auspost.com.au)>; Pilcher, Anthony <[anthony.pilcher@auspost.com.au](mailto:anthony.pilcher@auspost.com.au)>; DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; Carla Bradley <[Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)>

**Subject:** RE: # 9035803, Parramatta Light Rail project

Hi Stephen,

If you can find somewhere that would be good, but all around it is a no-stopping, or getting very close to SPB: Helen – Park.

Let us know how you go.

Tiph.

**Tiphaine Douglas**

Postal Transport Coordinator

Castle Hill Parcel Pick Up and Delivery

Australia Post

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E Tiphaine.Douglas@auspost.com.au



---

**From:** Hatzi, Stephen  
**Sent:** Monday, 16 December 2019 12:25 PM  
**To:** Douglas, Tiphaine  
**Cc:** Britten, Allen Douglas; Pilcher, Anthony; DL SPB NSW; Carla Bradley  
**Subject:** RE: # 9035803, Parramatta Light Rail project  
**Importance:** High

Hi Tiphaine

I have heard the childrens hospital doesn't want our vans taking up spots at the hospital.

Would it better to find another suitable location that is close by but not affected by the light rail parking changes?

Can you please let me know today if you are ok with this.

Any problems please let me know.

Regards

Steve

Stephen Hatzi  
Operations & Equipment Support  
Business Service NSW/ACT  
SWLF - Delivery lvl 3 East Wing, 2 Weeroona Road STRATHFIELD NSW 2135

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M 0438 601 508

E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



---

**From:** Douglas, Tiphaine  
**Sent:** Monday, 16 December 2019 9:18 AM  
**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Cc:** Britten, Allen Douglas <[allen.britten@auspost.com.au](mailto:allen.britten@auspost.com.au)>  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Hi Stephen,

Sorry, must have missed you as I also had a verbal conversation with Tony...

See below

Tiph.

**Tiphaine Douglas**  
Postal Transport Coordinator  
Castle Hill Parcel Pick Up and Delivery  
11B Hudson Avenue CASTLE HILL NSW 2154

M 0417029437

E [Tiphaine.Douglas@auspost.com.au](mailto:Tiphaine.Douglas@auspost.com.au)



---

**From:** Douglas, Tiphaine  
**Sent:** Tuesday, 10 December 2019 3:55 PM  
**To:** McCully, Phillip; Gangadharan, Sobhana  
**Cc:** Britten, Allen Douglas; Zinnbauer, Cliff; DL NSW PUD CASTLE HILL  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High



I have added myself to the mailing list for updates in particular for Westmead area.  
I will forward info as they become relevant, for updates that don't affect our area, I won't bombard you with the details.....

We currently have 2 SPB's on each side of Westmead Station, 1 SPB at Westmead hospital and 1 SPB at Childrens Hospital, 1 SPB Helen- Park.

From the information currently available, it is indicating that there will only be 1 SPB that may be affected due to the widening of Hawkesbury Rd (Childrens Hospital).

Had an initial conversation with Tony Pilcher and we may consider relocating this SPB inside the Childrens Hospital front entrance (SPB operations will need to liaise with the hospital precinct), otherwise the alternative will be to remove from service during construction work as it may be deemed unsafe for our staff and patrons of the SPB to have usage.

Will keep you informed as this light rail project progresses

Regards  
Tiphaine

---

**From:** Britten, Allen Douglas  
**Sent:** Monday, 9 December 2019 6:56 AM  
**To:** Douglas, Tiphaine  
**Cc:** McCully, Phillip; Gangadharan, Sobhana; Zinnbauer, Cliff  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Tiph,

Can you please keep us all across the outcomes, particularly the boys if there are any changes required for the SPBs that will be cleared by PDOs.

Regards,

**Allen Britten**  
Manager  
Castle Hill Operations  
3 Powers Road SEVEN HILLS NSW 2147

**T** 0408 213 212

**M** 0408 213 212

**F** 02 8394 5339

**E** allen.britten@auspost.com.au

-----



**From:** Hatzi, Stephen  
**Sent:** Monday, 9 December 2019 6:40 AM  
**To:** Reid, Michael <[michael.reid@auspost.com.au](mailto:michael.reid@auspost.com.au)>; Govender, Raj <[Raj.Govender@auspost.com.au](mailto:Raj.Govender@auspost.com.au)>; Douglas, Tiphaine <[Tiphaine.Douglas@auspost.com.au](mailto:Tiphaine.Douglas@auspost.com.au)>  
**Cc:** DL SPB NSW <[DLSPBNSW@auspost.com.au](mailto:DLSPBNSW@auspost.com.au)>; DL NSW PUD LEIGHTONFIELD <[DLNSWPUDLEIGHTONFIELD@auspost.com.au](mailto:DLNSWPUDLEIGHTONFIELD@auspost.com.au)>; DL NSW PUD CASTLE HILL <[DLNSWPUDCASTLEHILL@auspost.com.au](mailto:DLNSWPUDCASTLEHILL@auspost.com.au)>; DL NSW PUD Melrose Park <[DLNSWPUDMelrosePark@auspost.com.au](mailto:DLNSWPUDMelrosePark@auspost.com.au)>; Ward, Daniel <[daniel.ward@auspost.com.au](mailto:daniel.ward@auspost.com.au)>; Britten, Allen Douglas <[allen.britten@auspost.com.au](mailto:allen.britten@auspost.com.au)>; Shine, Kevin <[kevin.shine@auspost.com.au](mailto:kevin.shine@auspost.com.au)>; [carla.bradley@beca.com](mailto:carla.bradley@beca.com)  
**Subject:** FW: # 9035803, Parramatta Light Rail project  
**Importance:** High

Good Morning all

I have been contacted by the Transportation Engineer Carla Bradley who is part of the Parramatta light rail project,

Can you please each review your SPB's below and the proposed changes and get back to me by COB Friday 13<sup>th</sup> December

Many Thanks

Steve

Stephen Hatzi  
Operations & Equipment Support  
Business Service NSW/ACT  
SWLF - Delivery lvl 3 East Wing, 2 Weeroona Road STRATHFIELD NSW 2135

T 0438601508

M 0438 601 508

E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)

-----



**From:** Carla Bradley [<mailto:Carla.Bradley@beca.com>]  
**Sent:** Friday, 6 December 2019 5:17 PM  
**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Cc:** Thomas1, Richard <[Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)>; Hawkins, Katherine <[Katherine.Hawkins@pcplr.com.au](mailto:Katherine.Hawkins@pcplr.com.au)>; Diaz, Joekarl <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>  
**Subject:** RE: # 9035803, Parramatta Light Rail project

Expecting this email? If suspicious forward it to [secureatpost@auspost.com.au](mailto:secureatpost@auspost.com.au)

Sensitivity: General



Hi Stephen,

As discussed over the phone I'm part of the Parramatta Light Rail Stage 1 project am completing the Parking Management Strategy. I was after feedback from Australia Post on changes to mail zones / street post boxes during construction and in the end state operation of the light rail. Can you please review the proposed changes and provide any feedback by COB 13<sup>th</sup> December 2019?

I've attached a markup of the changes and provided more detail below on the changes with key questions that I require comment on.

**Project Information**

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023. An overview of the route is shown below. You can also access other maps of the project here: <http://www.parramattalightrail.nsw.gov.au/node/213/>



**Parking Strategy Background**

- Parking is a critical component for stakeholders including the community and businesses throughout the Parramatta and Greater Parramatta area.

- It is therefore critical for the Parramatta Light Rail (PLR) project to identify parking impacts and implement effective measures throughout the construction and operation of Parramatta Light Rail.
- The strategy identifies parking impacts (permanent or temporary for greater than 3 months) and where appropriate provides mitigations to the parking impacts
- We have had workshops with key stakeholders (including TfNSW, RMS and Council) to present the parking impacts and mitigations throughout the whole project
- Initial feedback from the workshops was incorporated and the draft strategy submitted to stakeholders for review and comment
- This review period is to close on the 16<sup>th</sup> December 2019 and comments closed out and resubmitted for a final review by the 20<sup>th</sup> December 2019
- Once all comments are closed out the strategy is submitted for endorsement and then to the Department of Planning, Industry and Environment (DPIE) prior to the first removal of parking in January next year

#### **Affected Mail Zones**

There are 3 mail zones and 2 No Parking (Mail Vehicles Excepted) parking areas affected by the project. Please refer to the attached document showing locations and proposed changes. I have provided some further information on each area below.

- 213 Hawkesbury Road (Children’s Hospital), Westmead → Page 1
  - o All parking along Hawkesbury Road and Hainsworth Street are removed to facilitate the construction of the light rail and the light rail operation
  - o As a result this post box and the No Parking (Mail Vehicles Excepted) parking restriction is proposed to be removed and not replaced given the limited options for relocation
  - o It is understood that the hospital have on-site postal service that will continue to provide patients and staff access to a post box
  - o In Helen Street there is an existing post box that is not affected by the project and would continue to serve local residents
  - o It is anticipated that works here that affect the mail area will begin June 2020
  - o Is the removal of this post box accepted given the proximity of other post services?
- Grose Street (405 Church Street), Parramatta → Page 2
  - o This existing mail zone is affected by the intersection changes at Church Street and Grose Street
  - o The mail zone is proposed to be relocated 1 space west into the existing 1/4P parking area
  - o The 1/4P is also relocated and results in the loss of 1 space of 1-hour parking in Grose Street
  - o The earliest this would happen is July 2020, however it may be towards the end of construction in 2023
  - o Is this minor relocation of the mail zone acceptable? Will the post boxes need to be relocated for this?
- 57-59 Macquarie Street and 20 Macquarie Street, Parramatta → Page 3
  - o At 57-59 Macquarie Street there is an existing mail zone and post boxes and at 20 Macquarie Street there is an existing No Parking (Mail Vehicles Excepted)
  - o During construction all parking on Macquarie Street between O’Connell Street and Church Street is removed and both of these are affected
  - o In the end state they are both reinstated, with the one at 57-59 Macquarie Street shifted slightly west by 1 space
  - o There are existing post boxes at 110 George Street, 37 George Street, 149 Church Street and 2 within Westfield
  - o It is not proposed to relocate these during construction due to the proximity of other post boxes
  - o Construction and the loss of these spaces is anticipated in June 2020, and will be reinstated towards the end of construction in 2023
  - o Is this temporary removal of the mail zone and post boxes at 57-59 Macquarie and no parking (mail vehicles excepted) at 20 Macquarie Street acceptable?
- 57 Adderton Road, Telopea → Page 4
  - o At Telopea the light rail runs along the existing T6 Carlingford Railway line

- Parking in Adderton Road is affected by footpath widening works and requires the removal of the existing mail zone
- It is proposed to relocate the post boxes around the corner into Robert Street, within a relocated loading zone
- Given the size of the post box and the expectation that the mail zone is only used once a day, it is assumed that a mail vehicle could use the loading zone to access the post box
- Is this relocation into a loading zone acceptable? Or is a dedicated mail zone required at this location?

Please feel free to give me a call to discuss anything. Otherwise I'd appreciated your feedback and comments by COB 13<sup>th</sup> December.

Kind Regards,  
Carla Bradley

Transportation Engineer  
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Phone: +61 2 8216 4500  
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[www.linkedin.com/company/becca](http://www.linkedin.com/company/becca)

---

**From:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>  
**Sent:** Friday, 6 December 2019 9:53 AM  
**To:** Carla Bradley <[Carla.Bradley@becca.com](mailto:Carla.Bradley@becca.com)>  
**Subject:** FW: # 9035803, Parramatta Light Rail project

Hi Carla

What SPB's do you require to be removed?

When do you want this to be done by?

Can you please supply me with a detailed map of the area the light rail is going through.

Please note we are required to follow the customer consultation process for SPB's to be relocated/removed out of the area & this does take time.

Regards

Steve

**Stephen Hatzi**  
Operations & Equipment Support  
Business Service NSW/ACT  
Australia Post

SWLF - Delivery lvl 3 East Wing, 2 Weeroona Road STRATHFIELD NSW 2135

T 0438601508



M 0438 601 508

E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



---

**From:** Hatzi, Stephen

**Sent:** Friday, 6 December 2019 7:03 AM

**To:** Hatzi, Stephen <[stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)>

**Subject:** # 9035803, Parramatta Light Rail project

Cs is working on the Parramatta Light Rail project and wants to chat to someone about the removal of SPB's and parking restrictions on

0433 723 121

[carla.bradley@beca.com](mailto:carla.bradley@beca.com)

Please call her urgently - thanks

**Stephen Hatzi**

Operations & Equipment Support

Business Service NSW/ACT

SWLF - Delivery lvl 3 East Wing, 2 Weeroona Road STRATHFIELD NSW 2135

T 0438601508

M 0438 601 508

E [stephen.hatzi@auspost.com.au](mailto:stephen.hatzi@auspost.com.au)



## NSW Taxi Council

Table A - 13: Log of consultation with NSW Taxi Council as per A5 (b) and (c)

| In / Out | Date       | Method of contact | Details of contact                                                         |
|----------|------------|-------------------|----------------------------------------------------------------------------|
| Out      | 05/12/2019 | Phone             | C. Bradley requested appropriate contact for consultation                  |
| Out      | 09/12/2019 | Email             | Request for comments on taxi zone impacts                                  |
| Out      | 16/12/2019 | Email             | Follow up request for comments                                             |
| In       | 17/12/2019 | Phone             | R. Burnhill contacted C. Bradley regarding temporary and permanent changes |
| In       | 17/12/2019 | Email             | Acceptance of changes for affected taxi zones                              |

Table A - 14: Log of issues raised by NSW Taxi Council as per A5 (d) and (e)

| Reference | Comment                                                                                                                                                                                                                                                                               | How addressed                       | Parking Management Strategy reference location           |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------------|
| 1.01      | Railway Parade: The relocation of the taxi rank on Railway Parade to the other side of Ashley Ln. The NSW Taxi Council (NSWTC) has no objection to this as the new location is the same distance from, and just as visible to, the station entrance compared to the current location. | No further action, as per strategy. | Section 3.1.3.2 – Taxi Zone<br>Figure 3.3 and Figure 3.4 |

| Reference | Comment                                                                                                                                                                                                                                                                                         | How addressed                                                                                                                              | Parking Management Strategy reference location                |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| 1.02      | Hawkesbury Road: Given the fact that there will be no parking/stopping available for the length of Hawkesbury Rd near the Children's Hospital, using Caroline St (the closest street which allows left and right turns into Hawkesbury Rd) is a logical choice and is not opposed by the NSWTC. | No further action, as per strategy.                                                                                                        | Section 3.1.4.3 – Caroline St<br>Figure 3.10 and Figure 3.11  |
| 1.03      | Church St nr Market: The taxi rank from Church St to Market St (just around the corner) is a little less convenient for the Novotel but is still within walking distance). The NSWTC does not oppose this change.                                                                               | No further action, as per strategy.                                                                                                        | Section 3.3.4.2 – Market St<br>Figure 3.47 and Figure 3.48    |
| 1.04      | George St nr Church St: This relocation is for the duration of the construction only (between 6mth and 2yrs) there is no objection from the NSWTC so long as adequate warning is received regarding the ranks restoration to its current location.                                              | No further action, as per strategy.<br>Parramatta Connect Construction Team to provide input to NSWTC warning when relocation is required. | Section 3.3.5.2 – George St<br>Figure 3.51                    |
| 1.05      | Macquarie St nr Marsden: NSWTC has no objection to the temporary change from Macquarie St to Hunter St with the permanent change slightly to the west of its current location.                                                                                                                  | No further action, as per strategy.                                                                                                        | Section 3.3.6.2 - Construction<br>Figure 3.54 and Figure 3.58 |



| Reference | Comment                                                                                                                                                                                                                       | How addressed                       | Parking Management Strategy reference location              |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------|
| 1.06      | Charles St nr Union St: Taxi zone relocations are not opposed by the NSWTC – the relocation of the phantom rank from Macquarie St into Church nr Union would provide additional wait space for taxis which will prove useful. | No further action, as per strategy. | Section 3.3.8.2 – Charles St<br>Figure 3.63 and Figure 3.64 |
| 1.07      | Harris St nr Macquarie St: This relocation is unopposed by the NSWTC as the new location still appears to be in a convenient location.                                                                                        | No further action, as per strategy. | Section 3.3.8.2 – Harris St<br>Figure 3.63 and Figure 3.64  |

## Carla Bradley

---

**From:** Richard Burnhill <operations@nswtaxi.org.au>  
**Sent:** Tuesday, 17 December 2019 9:56 AM  
**To:** Carla Bradley; Nick Abraham  
**Subject:** RE: Parramatta Light Rail Stage 1 - Infrastructure Delivery Taxi Zone Changes

Hi Carla,

Thanks for the conversation this morning, please see below for the responses to your queries.

**Railway Pde:** The relocation of the taxi rank on Railway Pde to the other side of Ashley Ln. The NSW Taxi Council (NSWTC) has no objection to this as the new location is the same distance from, and just as visible to, the station entrance compared to the current location.

**Hawkesbury Rd:** Given the fact that there will be no parking/stopping available for the length of Hawkesbury Rd near the Children's Hospital, using Caroline St (the closest street which allows left and right turns into Hawkesbury Rd ) is a logical choice and is not opposed by the NSWTC.

**Church St nr Market:** Relocating the taxi rank from Church St to Market St (just around the corner) is a little less convenient for the Novotel but is still within walking distance). The NSWTC does not oppose this change.

**George St nr Church St:** As this relocation is for the duration of the construction only (between 6mth and 2yrs) there is no objection from the NSWTC so long as adequate warning is received regarding the ranks restoration to its current location.

**Macquarie St nr Marsden:** The NSWTC has no objection to the temporary change from Macquarie St to Hunter St with the permanent change slightly to the west of its current location.

**Charles St nr Union St:** The taxi zone relocations are not opposed by the NSWTC – the relocation of the phantom rank from Macquarie St into Church nr Union would provide additional wait space for taxis which will prove useful.

**Harris St nr Macquarie St:** This relocation is unopposed by the NSWTC as the new location still appears to be in a convenient location.

Kind regards,

**Richard Burnhill**

Operations Manager

NSW Taxi Council

Po Box 1249, Darlinghurst NSW 1300

11/85 Bourke Rd, Alexandria NSW 2015

P 02 8339 4644 | F 02 8339 4839

E [operations@nswtaxi.org.au](mailto:operations@nswtaxi.org.au) | [www.nswtaxi.org.au](http://www.nswtaxi.org.au)

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---

**From:** Carla Bradley <Carla.Bradley@beca.com>  
**Sent:** Monday, 16 December 2019 8:49 AM  
**To:** Nick Abraham <nick@nswtaxi.org.au>; Richard Burnhill <operations@nswtaxi.org.au>  
**Subject:** RE: Parramatta Light Rail Stage 1 - Infrastructure Delivery Taxi Zone Changes  
**Importance:** High

Sensitivity: General

Hi Nick / Richard,

I wanted to follow up on the below. Do you have any comments or issues on the below?

I require this information by COB today at the latest. Please don't hesitate to call if you would like to discuss.

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

DDI: +61 2 8216 4546 M: +61 4 3372 3121

Phone: +61 2 8216 4500

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[www.linkedin.com/company/beca](https://www.linkedin.com/company/beca)

---

**From:** Carla Bradley  
**Sent:** Monday, 9 December 2019 3:04 PM  
**To:** 'nick@nswtaxi.org.au' <[nick@nswtaxi.org.au](mailto:nick@nswtaxi.org.au)>; 'operations@nswtaxi.org.au' <[operations@nswtaxi.org.au](mailto:operations@nswtaxi.org.au)>  
**Cc:** Thomas1, Richard <[Richard.Thomas1@pcplr.com.au](mailto:Richard.Thomas1@pcplr.com.au)>; 'Diaz, Joekarl' <[Joekarl.Diaz@transport.nsw.gov.au](mailto:Joekarl.Diaz@transport.nsw.gov.au)>; 'Hawkins, Katherine' <[Katherine.Hawkins@pcplr.com.au](mailto:Katherine.Hawkins@pcplr.com.au)>  
**Subject:** Parramatta Light Rail Stage 1 - Infrastructure Delivery Taxi Zone Changes

Sensitivity: General

Hi Nick / Richard,

As part of the Parramatta Light Rail Stage 1 project I am completing the Parking Management Strategy and wanted to seek from the Taxi Council on changes to taxi zones during construction and in the end state operation of the light rail. Can you please review the proposed changes and provide any feedback by COB 13<sup>th</sup> December 2019?

I've attached a markup of the changes and provided more detail below on the changes with key questions that I require comment on.

**Project Information**

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023. An overview of the route is shown below:



**Parking Strategy Background**

- Parking is a critical component for stakeholders including the community and businesses throughout the Parramatta and Greater Parramatta area.
- It is therefore critical for the Parramatta Light Rail (PLR) project to identify parking impacts and implement effective measures throughout the construction and operation of Parramatta Light Rail.
- The strategy identifies parking impacts (permanent or temporary for greater than 3 months) and where appropriate provides mitigations to the parking impacts
- We have had workshops with key stakeholders (including TfNSW, RMS and Council) to present the parking impacts and mitigations throughout the whole project
- Initial feedback from the workshops was incorporated and the draft strategy submitted to stakeholders for review and comment
- This review period is to close on the 16<sup>th</sup> December 2019 and comments closed out and resubmitted for a final review by the 20<sup>th</sup> December 2019
- Once all comments are closed out the strategy is submitted for endorsement and then to the Department of Planning, Industry and Environment (DPIE) prior to the first removal of parking in January next year



### **Affected Mail Zones**

There are 6 taxi zone parking areas affected by the project, 2 of these are during construction only. Please refer to the attached document showing locations and proposed changes. I have provided some further information on each area below.

- **Railway Parade → Page 1**
  - o Parking along the northern kerb of Railway Parade between Hawkesbury Road and Ashley Lane is removed during construction and in the end state to provide a widened footpath for higher foot traffic here as a result of the light rail stop here
  - o It is proposed to provide a No Parking (Taxis Excepted) area on the same side just south of Ashley Lane, the change to No Parking (Taxis Excepted) is as per council request
  - o This change is expected to happen in June 2020
  - o There is a possible opportunity for a design change to provide an indented bay in the current location, this would be for the end state design only and during construction would still need to be located south of Ashley Lane
  - o Is this relocation acceptable? Or is there a strong preference to retain the taxi zone in its current location?
- **Hawkesbury Road → Page 2**
  - o All parking along Hawkesbury Road and Hainsworth Street is removed to facilitate the construction of the light rail and the light rail operation
  - o As a result the existing Taxi Zone on Hawkesbury Road is proposed to be removed
  - o Given the limited opportunity to relocate the taxi zone within close proximity to the hospital it is anticipated that the likelihood of walk up fares will be very low
  - o It is therefore proposed to provide a No Parking (Taxis Excepted) on the southern kerb of Caroline Street, where taxis will be able to sit and wait for a call to come through
  - o Caroline Street is identified as the preferred location because during construction and the end state the right turn is provided into Hawkesbury Road, allowing taxis to wait and once a call comes they can access the hospital entrances
  - o Jessie Street although closer to the current location does not allow a right turn to Hawkesbury Road and already has other relocations for disability parking and bus stops
  - o It is anticipated that works here that affect the taxi zone will begin June 2020
  - o Is this relocation acceptable?
- **Church Street (near Market Street) → Page 3**
  - o All traffic is removed from Church Street south of Market Street and therefore the existing taxi zone outside the Riverside Theatre is removed
  - o The closest relocation is into Market Street, however parking restrictions here provide for buses and coaches on the northern kerb and school drop off/pick up on the southern kerb
  - o As a result the taxi zone is relocated to the southern kerb, however is only outside the No Parking 8am-9:30am 2:30pm-4pm School Days, to continue to provide the drop off/pick up function
  - o This relocation is anticipated to happen in July 2020
  - o Is this relocation acceptable?
- **George Street (near Church Street) → Page 4**
  - o The taxi zone at the corner of George Street and Church Street may be impacted by construction and requires temporary removal
  - o During construction periods when this taxi zone is affected it is proposed to shift this further west between Marsden Street and O'Connell Street
  - o In the end state and operation of the light rail the taxi zone will be reinstated in its current location
  - o The exact timing and duration of these relocations is not confirmed yet
  - o Does this taxi zone need to be relocated during construction periods when it is affected?
  - o If so, is there a maximum duration this removal would be possible?
  - o If not, is the proposed relocation acceptable?
- **Macquarie Street (near Marsden Street) → Page 5**

- All parking in Macquarie Street, between O’Connell Street and Church Street, is to be removed during construction to allow for kerb adjustments and construction compounds
- Some of the key parking requirements are proposed to be relocated into Hunter Street, including disability parking, loading zones and the taxi zone
- The taxi zone is proposed to be relocated during construction to Hunter Street, between O’Connell Street and Church Street
- It is midway along the block to be able to provide disability parking and the existing 5 minute parking as close to the current locations as possible
- In the end state and operation of the light rail the taxi zone will be reinstated approx. 50m to the west of its current location, it will likely be converted to a No Parking (Taxis Excepted) restriction
- It is expected that this relocation will happen in June 2020 and parking will be reinstated in Macquarie Street towards the end of construction in 2023, but may be reinstated earlier
- As per council’s request this is to be signposted as a No Parking (Taxis Excepted) restriction
- Is this taxi zone required to be relocated during construction? And is Hunter Street an appropriate location?
- In the end state is the slight relocation to the west acceptable?
- Charles Street (near Union Street) → Page 6
  - The Parramatta Light Rail Stage 1’s Environment Impact Statement (EIS) indicated that there was an existing taxi zone, with 2 spaces, in Macquarie Street and proposed it is to be relocated into Charles Street
  - From survey completed in February 2019 and confirmed by site visits, there is no current taxi zone on Macquarie Street east of Church Street
  - There is an existing taxi zone in Charles Street just north of George Street that can accommodate 4 taxis
  - As per the EIS we are proposing to located this ‘relocated’ taxi zone for 2 taxis into Charles Street opposite Union Street
  - Is this taxi zone required, given it is not replacing anything currently in Macquarie Street?
  - If so, is the proposed location appropriate?
- Harris Street (near Macquarie Street) → Page 6
  - The 10-hour parking and night time taxi zone (10pm-6am) is removed from Harris Street during construction and in the end state
  - It is proposed to relocate the night time taxi zone around the corner into George Street
  - It is expected that this change will happen in March 2020
  - Is the proposed relocation acceptable?

Please feel free to give me a call to discuss anything. Otherwise I’d appreciated your feedback and comments by COB 13<sup>th</sup> December.

Kind Regards,  
Carla Bradley

Transportation Engineer

Beca

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Phone: +61 2 8216 4500

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# Appendix C - Teambinder Issue

10/3/2019

PLR1 - GEN-PLR1-GEN-CPBDJV-002602 - Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review

## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-002602  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 19 September 2019, 03:38:49 PM +10:00 **Response required by:** 03 October 2019

**To:** Richard Farmer, Transport for NSW  
Gillian Lehn, AQUAS  
Maziar Neyakivi, Transport for NSW  
Joekarl Diaz, Transport for NSW  
Dea Khateeb, Roads and Maritime Services  
Megan Haberley, Transport for NSW  
Ian Taylor, City of Parramatta Council  
Saniya Sharmeen, City of Parramatta Council  
Peter Keyes, Transport for NSW  
Daryl Ninham, Roads and Maritime Services

**From:** Richard Thomas, CPB Downer Joint Venture

**Subject:** **Parking Management Strategy - Section 3 Carlingford Line - Draft Document for Review**

**Area:** Portion 2 Carlingford Line and Sandown Line **Work Package:** NA - Not Applicable

---

Please find attached draft document for the PLR Parking Management Strategy, for your review and comments please.

Please note the following in relation to report structure:

- There is a covering report which describes the common approach and ties together the different stages of the strategy - i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.
- The Stage 1 Enabling works parking management strategy is intended to sit as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the current document.
- The Stage 2 Infrastructure works parking management strategy (the area of current focus) is Appendix B.

Also attached is a comments register that you can use to collate your comments.

As discussed in the workshop and subsequently, we are on a tight timeline for endorsement of this plan as an enabler for the T6 Carlingford Line bus stop works. Your comments are requested by Thursday 3rd October (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.

Please don't hesitate to get in touch if you would like to discuss any aspect of the strategy or process, and thank you for your input and assistance.

Cheers,

Richard Thomas  
Interim Traffic Manager  
CPBDJV

---

**Discipline:** Construction Management

**Originator's Reference No.:**

**Function:** ED-Engineering & Design  
**File Location:** ED01-Correspondence

<https://ineight.cpbcon.com.au/TeamBinder197/MailReg/tbMailDetailView.aspx?mailBox=2&openMail=4500&tcKey=9fcd1b42-af8c-4f2d-bfaf-a746...> 1/2

Attachments

PLR-TFNSW-PJT-PE-RPT-0000XX - Parking Management Strategy-Project Wide-DRAFT-19.09.2019.pdf (20 MB), PLR1INF-BECA-ALL-TF-RPT-000001 - Stage 2 Infrastructure Delivery PMS - Comment Register.xlsx (464 KB)

## General Correspondence

**Reference No.:** PLR1-GEN-CPBDJV-002884  
**Project Title:** PLR Stage 1 Infrastructure Contract

---

**Date:** 08 October 2019, 05:44:13 PM +10:00 **Response required by:** 15 October 2019

**To:** Richard Farmer, Transport for NSW  
Daryl Ninham, Roads and Maritime Services  
Megan Haberley, Transport for NSW  
Dea Khateeb, Roads and Maritime Services  
Maziar Neyakivi, Transport for NSW  
Joekarl Diaz, Transport for NSW  
Ian Taylor, City of Parramatta Council  
Saniya Sharmeen, City of Parramatta Council  
Peter Keyes, Transport for NSW  
Gillian Lehn, AQUAS

**CC:** Carla Bradley, Beca  
Denise Corish, CPB Downer Joint Venture

**From:** Richard Thomas, CPB Downer Joint Venture

**Subject:** **Parking Management Strategy - Section 3 Carlingford Line - 2nd Draft**

**Area:** Portion 2 Carlingford Line and Sandown Line **Work Package:** NA - Not Applicable

---

Hello All,

Please find attached (link?) for revision 2 of the draft parking strategy for the Carlingford Section. Please note that track changes within the report have been left turned on for this submission, so that changes made since the last revision can be easily identified (however consultation in Appendix B is not in track changes).

Please note following the 2 week review period allowed for the 1st draft, this second draft has a further 5 day review period. We have only a short window in the schedule to incorporate any comments on this 2nd draft, which we hope are only minor changes and close out of feedback, following the 1st review period.

If you do have any significant comments and are able to send those through ASAP, that would be appreciated, but in any case all comments before COB 15.10.19.

Thank you for your help and contribution to this Strategy.

Cheers,

Richard Thomas  
Interim Traffic Manager  
Parramatta Connect  
427909651

PS - apologies for the format of this Teambinder being 'correspondence'. By the time next time comes I should have 'transmittal' authorisation activated on my Teambinder account.

<https://ineight.cpbcon.com.au/TeamBinder199/MailReg/tbMailDetailView.aspx?loc=Dashboard&openMail=46300&mailBox=1&tcKey=c806ed6e-b...> 1/2

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**Discipline:** Construction Management

**Originator's Reference  
No.:**

**Function:** CS-Construction

**File Location:** CS03-Construction Planning

Attachments

PLR-TFNSW-PJT-PE-RPT-0000XX - Parking Management Strategy-Project Wide-DRAFT-08.10.2019.pdf (30 MB), PLR1INF-BECA-ALL-TF-RPT-000001 - Stage 2 Infrastructure Delivery PMS - Comment Register.xlsx (457 KB)



## Document Transmittal

**Project Number:** PLRM **Transmittal No:** PLRM-CPBD-TFNSW-TX-000466  
**Project Title:** Parramatta Light Rail - Main Works  
**Date:** 03 December 2019 03:21 PM  
**Subject:** PLR1NF - E11 Parking Management Strategy - Submitted for stakeholder review and comment  
**Reason for Issue:** Issued For Review

**Message:**

Dear All,

Please find attached TFNSW Document PLR-TFNSW-PJT-PE-RPT-000019 - Project Wide Parking Management Strategy Report including appendices issued for stakeholder review and comment on behalf of *Richard Thomas & Carla Bradley*.

*Please see further message from Carla below.*

*Kind regards,*

Ravinder Kaur

Hi All,

*Please find attached the Draft Revision 3.0 of the Parking Management Strategy for review and comment. This submission of the Parking Management Strategy covers the Westmead, North Parramatta, and Parramatta CBD and updates to the Rosehill and Camellia and Carlingford Precincts in relation to the PLR Stage 2 Infrastructure Delivery. It completes the assessment of parking impacts and mitigations related to the PLR Stage 2 Infrastructure Delivery. The previous submission (Revision 2.0) of the Parking Management Strategy focused on the Carlingford Precinct and associated impacts of the T6 replacement bus service, and early utility works in Grand Avenue North. This was submitted to DPIE for information in October.*

The report structure is as follows:

- *PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT - Project Wide Parking Management Strategy is the covering report and describes the common approach and tie together the different stages of the strategy, i.e. for enabling works and infrastructure works. This comprises the first 20-30 pages of the document.*
- *The Stage 1 Enabling Works parking management strategy sits as Appendix A. To keep this revision of the document a manageable size, these pages have not been included in the draft document. There have been no further updates to this section since the submission of Revision 2.0*
- *PLR1INF-BECA-ALL-TF-RPT-000001 Rev 01 The updated Stage 2 Infrastructure Delivery parking management strategy sits as Appendix B and is the focus on this review*

*Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision can be easily identified. However, as the Westmead, North Parramatta, Parramatta CBD and Rosehill and Camellia (excluding Grand Avenue North) were not previously submitted these sections have had tracked changes left out for simplicity. As discussed at the workshops we are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.*

*Your comments are requested by **COB Monday 16<sup>th</sup> December** (2 weeks). You are welcome to send any early feedback or comments so that we may begin to action them.*

*Please don't hesitate to get in touch with Carla Bradley (Carla.Bradley@beca.com) if you would like to discuss any aspect of the strategy or process.*

*Thankyou in advance for your input and assistance.*

*Regards*

*Carla Bradley*

Your Response is required by 16 December 2019

**Transmitted to:**

| Company                     | Name          |
|-----------------------------|---------------|
| Transport for NSW           | David Howarth |
| APP Corporation             | Gillian Lehn  |
| Transport Management Centre | Peter Keyes   |

<https://www.tfnswteambinder.com/TeamBinder199/Common/tbPrintPreviewPage.aspx...> 3/12/2019



|                                   |                    |
|-----------------------------------|--------------------|
| Transport Management Centre       | Frankie Passarelli |
| Transport for NSW                 | Joekarl Diaz       |
| Transport for NSW                 | Maziar Neyakivi    |
| Roads and Maritime Services       | Daryl Ninham       |
| Health Administration Corporation | Ivan Tcherkashnev  |
| Transport for NSW                 | Quinton Jubb       |
| Transport for NSW                 | Jody Gould         |
| Transport for NSW                 | Joshua Powell      |
| Transport for NSW                 | Chris Duffy        |
| Transport for NSW                 | Nicholas Butler    |
| City of Parramatta                | Richard Searle     |
| Roads and Maritime Services       | RMS Integration    |

**Transmitted cc:**

| <b>Company</b>                       | <b>Name</b>                   |
|--------------------------------------|-------------------------------|
| APP Corporation                      | Andrew Bennet                 |
| APP Corporation                      | David Opperman                |
| APP Corporation                      | Judy Chan                     |
| CPB Contractors and Downer EDI Works | Garry Lomas                   |
| CPB Contractors and Downer EDI Works | Stewart Dunlop                |
| CPB Contractors and Downer EDI Works | Cyrus He                      |
| CPB Contractors and Downer EDI Works | Craig Sampson                 |
| CPB Contractors and Downer EDI Works | Sai Kulaweerasingam           |
| CPB Contractors and Downer EDI Works | Jonathan Dando                |
| Transport for NSW                    | Juan Carlos Fernandez Sanchez |
| Transport for NSW                    | Kavitha Dey                   |
| Transport for NSW                    | Mark Favetta                  |
| Transport for NSW                    | Matthew Yates                 |
| Transport for NSW                    | PLR Document Controller       |
| APP Corporation                      | Jennifer Young                |
| CPB Contractors and Downer EDI Works | Robinson Nicoloso             |
| CPB Contractors and Downer EDI Works | Kurt Uebergang                |
| CPB Contractors and Downer EDI Works | PLRINF CPBDTeambinder         |
| CPB Contractors and Downer EDI Works | Uma Chemudapati               |
| CPB Contractors and Downer EDI Works | Monica Chausson               |
| CPB Contractors and Downer EDI Works | PLRINF Document Controller    |
| CPB Contractors and Downer EDI Works | Nipun Shahi                   |
| CPB Contractors and Downer EDI Works | Anthony Pavitt                |
| CPB Contractors and Downer EDI Works | Christopher Adams             |
| Transport for NSW                    | Tharan Karunalayan            |
| CPB Contractors and Downer EDI Works | David Jackson                 |
| CPB Contractors and Downer EDI Works | Suren Pakeri                  |
| CPB Contractors and Downer EDI Works | Angus McDougall               |
| CPB Contractors and Downer EDI Works | Peter Monsted                 |
| CPB Contractors and Downer EDI Works | Richard Thomas                |
| CPB Contractors and Downer EDI Works | Katherine Hawkins             |
| CPB Contractors and Downer EDI Works | David Saggerson               |
| CPB Contractors and Downer EDI Works | Brian Downey                  |
| CPB Contractors and Downer EDI Works | Chad Bevan                    |

<https://www.tfnswteambinder.com/TeamBinder199/Common/tbPrintPreviewPage.aspx...> 3/12/2019

|                                      |               |
|--------------------------------------|---------------|
| CPB Contractors and Downer EDI Works | Denise Corish |
|--------------------------------------|---------------|

[Click here to download all Transmittal files.](#)

Click on Document Nos to download them individually.

| Item | Document No                                    | Rev | Sts | Title                                                                                                                                                             | Alt Doc Number | Design Package No |
|------|------------------------------------------------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------|
| 1    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000001</a> | 01  | C3  | Parking Management Strategy   Stage 2<br>Infrastructure Delivery   Parramatta Light Rail – Stage 1 (SSI-8285)                                                     |                |                   |
| 2    | <a href="#">PLR1INF-BECA-ALL-TF-RPT-000002</a> | 01  | C3  | Planning Condition A5 Consultation Documentation: Appendix B1   Parking Management Strategy – Stage 2   Infrastructure Delivery   Parramatta Light Rail – Stage 1 |                |                   |

**Transmitted by:** PLRINF Document Controller, CPB Contractors and Downer EDI Works

**Attachments:**

PLR1-TRN-BECA-000021-PLR-TFNSW-PJT-PE-RPT-000019\_Rev03\_DRAFT.pdf(84MB)



## General Correspondence

**Reference No.:** PLR-PLR1INF-CPBD-TFNSW-CORR-000903

**Project Title:** Parramatta Light Rail - Main Works

**Date:** 06 January 2020, 11:35 **Response Required by:** 10 January 2020

**To:** David Howarth, Transport for NSW  
 Gillian Lehn, APP Corporation  
 Peter Keyes, Transport Management Centre  
 Frankie Passarelli, Transport Management Centre  
 Joekarl Diaz, Transport for NSW  
 Maziar Neyakivi, Transport for NSW  
 Daryl Ninham, Roads and Maritime Services  
 Ivan Tcherkashnev, Health Administration Corporation  
 Quinton Jubb, Transport for NSW  
 Jody Gould, Transport for NSW  
 Joshua Powell, Transport for NSW  
 Chris Duffy, Transport for NSW  
 Nicholas Butler, Transport for NSW  
 Richard Searle, City of Parramatta  
 RMS Integration, Roads and Maritime Services

**Cc:** Andrew Bennet, APP Corporation  
 David Opperman, APP Corporation  
 Judy Chan, APP Corporation  
 Garry Lomas, CPB Contractors and Downer EDI Works  
 Stewart Dunlop, CPB Contractors and Downer EDI Works  
 Cyrus He, CPB Contractors and Downer EDI Works  
 Craig Sampson, CPB Contractors and Downer EDI Works  
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 Brian Downey, CPB Contractors and Downer EDI Works  
 Chad Bevan, CPB Contractors and Downer EDI Works  
 Denise Corish, CPB Contractors and Downer EDI Works

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**From:** PLRINF Document Controller, CPB Contractors and Downer EDI Works  
**Subject:** RE: PLR1NF - E11 Beca Parking Management Strategy | Parramatta Light Rail – Stage 1 (SSI-8285) | FINAL DRAFT for review and comment closeout

---

Hi All,  
Please find attached document on behalf of Carla Bradley. See further message below from Carla.  
Regards  
Ravinder kaur

=====

"Hi All,  
Please find attached the Final Draft Revision of the Parking Management Strategy for the Infrastructure Delivery for review and comment closeout.  
To make this review process and comment closeout easier only the Infrastructure Delivery report and associated consultation log has been provided. As previously indicated this document sits as part of the projectwide parking management strategy that includes the enabling works strategy completed by ARUP.  
Please note that tracked changes have been left turned on for this submission, so that changes made since the last revision to address consultation comments can be easily identified.

Your comments have been captured in the consultation log, with responses indicated. To assist in reviewing the document I have provided the page number where you will be able to find the relevant consultation information:

- RMS and SCO: Page 316 of 440
- TfNSW: Page 328 of 440
- CoPC: Page 361 of 440
- ER: Page 373 of 440
- HAC: Page 377 of 440

Pages 1 to 168 are the main body of the strategy. Page 169 to 273 is Appendix and includes the survey data. Page 274 to 440 is the consultation log.

Your comments and/or close out of comments are requested by COB Friday 10<sup>th</sup> January 2020. You are welcome to send any early feedback or confirmation.  
If you have no further comments and are satisfied that your comments have been addressed please send back confirmation of this acceptance to allow us to close out the strategy. We are on a tight timeline for endorsement of this strategy to enable construction activities to begin as planned in the new year.

Please don't hesitate to get in touch with Carla Bradley ([Carla.Bradley@beca.com](mailto:Carla.Bradley@beca.com)) if you would like to discuss any aspect of the strategy or process.  
Thankyou in advance for your input and assistance.

Regards,  
Carla Bradley"

---

|                                  |                                                            |
|----------------------------------|------------------------------------------------------------|
| <b>Design Pkg:</b>               | <b>Contract / Program:</b> Stage 1 Infrastructure Contract |
| <b>Discipline:</b> Environmental | <b>Location:</b>                                           |

**Attachments:** PLR1INF-BECA-ALL-TF-RPT-000001.01.C3.01.02.pdf  
Attachments  
PLR1INF-BECA-ALL-TF-RPT-000001.01.C3.01.02.pdf (113 MB)

<https://www.tfnswteambinder.com/TeamBinder199/MailReg/tbMailPrintPreview.aspx?...> 6/01/2020

**2.4 Parking Management Strategy: Civil Infrastructure addendum  
(PLR1INF-CPBD-ALL-TF-RPT-000004) – Rev 00**

# ADDENDUM to Parking Management Strategy

## Volume 2: Civil Infrastructure

### 2.1 Updates Register for Volume 2

| Reference                                                                            | Previous                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Update              |                    |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
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| <p>Volume 2.2 – Rev 02</p> <p>Section 3.5.1 Summary of Impacts</p> <p>Table 3.37</p> | <p><i>Table 3.37: Carlingford Precinct – Total Parking Impacts</i></p> <table border="1"> <thead> <tr> <th rowspan="2">Parking Restriction</th> <th colspan="3">No. Spaces</th> </tr> <tr> <th>Existing</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Carlingford Station</b></td> </tr> <tr> <td>Commuter Car Park – Unrestricted</td> <td>19</td> <td>0</td> <td>0</td> </tr> <tr> <td>Commuter Car Park – Disability</td> <td>2</td> <td>0</td> <td>0</td> </tr> <tr> <td>Unrestricted</td> <td>198</td> <td>191</td> <td>183</td> </tr> <tr> <td>Disability</td> <td>1</td> <td>3</td> <td>3</td> </tr> <tr> <td>2P 8:30am-6pm M-F 8:30am-1pm Sat</td> <td>15</td> <td>15</td> <td>15</td> </tr> <tr> <td>No Parking 4pm-8pm (School Days)</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>Kiss and Ride</td> <td>0</td> <td>2</td> <td>3</td> </tr> <tr> <td><b>Total</b></td> <td><b>237</b></td> <td><b>213</b></td> <td><b>206</b></td> </tr> </tbody> </table> | Parking Restriction | No. Spaces         |  |  | Existing | Construction | End State | <b>Carlingford Station</b> |  |  |  | Commuter Car Park – Unrestricted | 19 | 0 | 0 | Commuter Car Park – Disability | 2 | 0 | 0 | Unrestricted | 198 | 191 | 183 | Disability | 1 | 3 | 3 | 2P 8:30am-6pm M-F 8:30am-1pm Sat | 15 | 15 | 15 | No Parking 4pm-8pm (School Days) | 2 | 2 | 2 | Kiss and Ride | 0 | 2 | 3 | <b>Total</b> | <b>237</b> | <b>213</b> | <b>206</b> | <p><i>Table 3.37: Carlingford Precinct – Total Parking Impacts</i></p> <table border="1"> <thead> <tr> <th rowspan="2">Parking Restriction</th> <th colspan="3">No. Spaces</th> </tr> <tr> <th>Existing</th> <th>Construction</th> <th>End State</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Carlingford Station</b></td> </tr> <tr> <td>Commuter Car Park – Unrestricted</td> <td>19</td> <td>0</td> <td>0</td> </tr> <tr> <td>Commuter Car Park – Disability</td> <td>2</td> <td>0</td> <td>0</td> </tr> <tr> <td>Unrestricted</td> <td>198</td> <td>191</td> <td><del>183</del>180</td> </tr> <tr> <td>Disability</td> <td>1</td> <td>3</td> <td>3</td> </tr> <tr> <td>2P 8:30am-6pm M-F 8:30am-1pm Sat</td> <td>15</td> <td>15</td> <td>15</td> </tr> <tr> <td>No Parking 4pm-8pm (School Days)</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>Kiss and Ride</td> <td>0</td> <td>2</td> <td>3</td> </tr> <tr> <td><b>Total</b></td> <td><b>237</b></td> <td><b>213</b></td> <td><b>2036</b></td> </tr> </tbody> </table> | Parking Restriction | No. Spaces |  |  | Existing | Construction | End State | <b>Carlingford Station</b> |  |  |  | Commuter Car Park – Unrestricted | 19 | 0 | 0 | Commuter Car Park – Disability | 2 | 0 | 0 | Unrestricted | 198 | 191 | <del>183</del> 180 | Disability | 1 | 3 | 3 | 2P 8:30am-6pm M-F 8:30am-1pm Sat | 15 | 15 | 15 | No Parking 4pm-8pm (School Days) | 2 | 2 | 2 | Kiss and Ride | 0 | 2 | 3 | <b>Total</b> | <b>237</b> | <b>213</b> | <b>2036</b> |
| Parking Restriction                                                                  | No. Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |                    |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
|                                                                                      | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Construction        | End State          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| <b>Carlingford Station</b>                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                     |                    |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Commuter Car Park – Unrestricted                                                     | 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0                   | 0                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Commuter Car Park – Disability                                                       | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0                   | 0                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Unrestricted                                                                         | 198                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 191                 | 183                |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Disability                                                                           | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3                   | 3                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat                                                     | 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 15                  | 15                 |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| No Parking 4pm-8pm (School Days)                                                     | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2                   | 2                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Kiss and Ride                                                                        | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2                   | 3                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| <b>Total</b>                                                                         | <b>237</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>213</b>          | <b>206</b>         |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Parking Restriction                                                                  | No. Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |                    |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
|                                                                                      | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Construction        | End State          |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| <b>Carlingford Station</b>                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                     |                    |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Commuter Car Park – Unrestricted                                                     | 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0                   | 0                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Commuter Car Park – Disability                                                       | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0                   | 0                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Unrestricted                                                                         | 198                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 191                 | <del>183</del> 180 |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Disability                                                                           | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3                   | 3                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat                                                     | 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 15                  | 15                 |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| No Parking 4pm-8pm (School Days)                                                     | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2                   | 2                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| Kiss and Ride                                                                        | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2                   | 3                  |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |
| <b>Total</b>                                                                         | <b>237</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>213</b>          | <b>2036</b>        |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |     |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |            |  |  |          |              |           |                            |  |  |  |                                  |    |   |   |                                |   |   |   |              |     |     |                    |            |   |   |   |                                  |    |    |    |                                  |   |   |   |               |   |   |   |              |            |            |             |



Figure 3.85

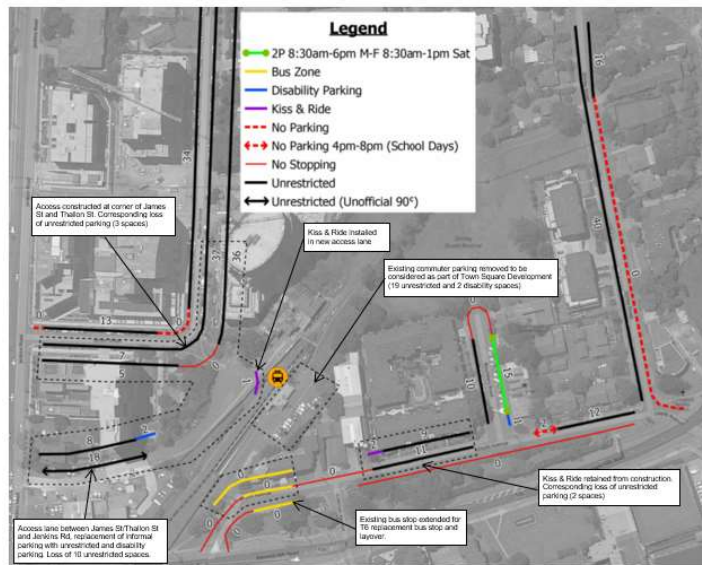


Figure 3.85: Carlingford Station – End State Parking Conditions

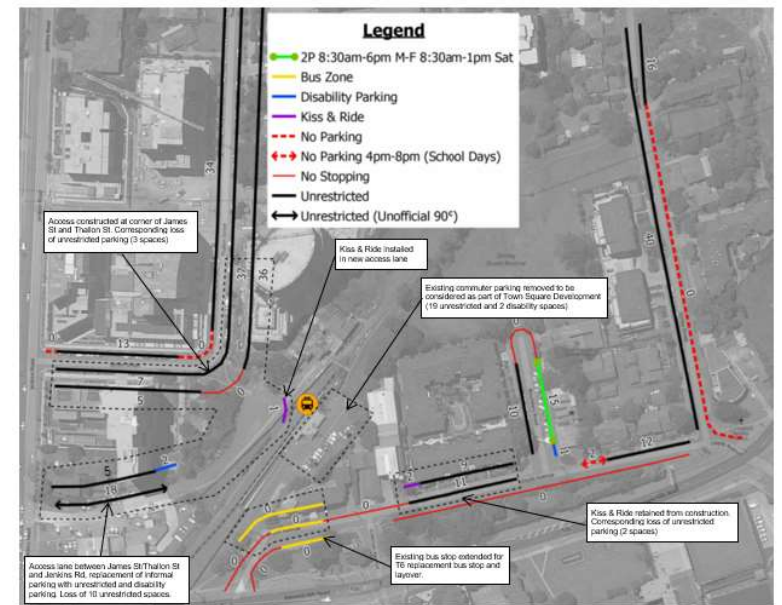


Figure 3.85: Carlingford Station – End State Parking Conditions

Carlingford Access Lane

Carlingford Access Lane

The access lane off Jenkins Road is to be converted from a two-way dead-end access, to a one-way (westbound) access lane connecting into the corner of James Street and Thallon Street. The current design removes the informal parking along the north and allows for ten spaces within the access lane. It is proposed to provide the commuter disability parking (two spaces) within the access lane and provide eight unrestricted spaces. Therefore, a loss of ten unrestricted parking spaces is anticipated in the access lane.

The loss of ten unrestricted parking spaces is a worst-case scenario, as it is anticipated that with design development of the access lane additional parking allowances can be made to reduce the loss.

Carlingford Access Lane

The access lane off Jenkins Road is to be converted from a two-way dead-end access, to a one-way (westbound) access lane connecting into the corner of James Street and Thallon Street. The current design removes the informal parking along the north and allows for seven spaces within the access lane. It is proposed to provide the commuter disability parking (two spaces) within the access lane and provide five unrestricted spaces. Therefore, a loss of thirteen unrestricted parking spaces is anticipated in the access lane.

The loss of thirteen unrestricted parking spaces is due to geometric constraints, identified during detailed design and construction. These constraints are the existing Ausgrid high voltage aerials and stay poles, which are to be retained. Figure 3.88 shows these

aerials and stay poles. Figure 3.89 shows the position of stay poles in relation to the PLR1 Infrastructure scope.



Figure 3.88: Existing Ausgrid high voltage aerials and stay poles

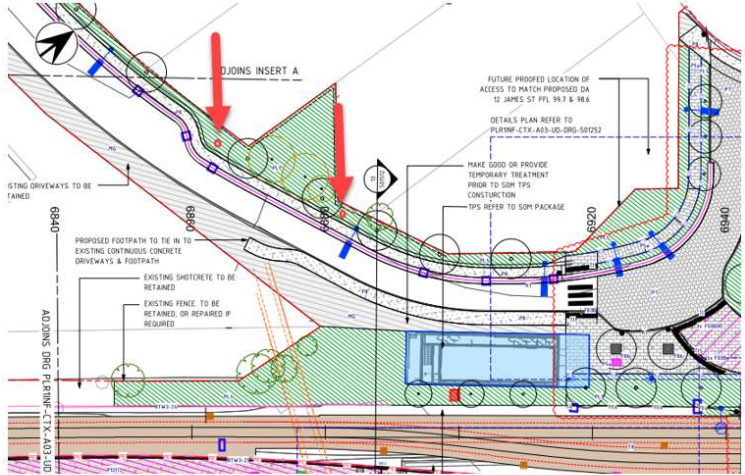


Figure 3.89: Existing Ausgrid high voltage stay poles in relation to PLR1 Infrastructure scope

## 3.5 Carlingford Precinct

This section focuses on the impacts and mitigations associated with the Civil Infrastructure Works within the Carlingford Precinct.

### 3.5.1 Summary of Impacts

The main works within the Carlingford Precinct are confined to the T6 Carlingford and Sandown line, as the existing single heavy rail line is converted to dual light rail line. As a result, the impact of parking is restricted to the areas surrounding the stations and some additional construction interfaces.

During construction the commuter car parks at Carlingford, Telopea, Dundas, Rydalmere and Camellia are to be converted to construction compounds. Following construction, the Telopea, Dundas and Rydalmere commuter car parks are to be reinstated.

The T6 Carlingford and Sandown lines are to be decommissioned from early 2020 with the Carlingford line being replaced by bus services between Carlingford and Parramatta CBD. To facilitate this bus route, rail replacement bus stops are to be constructed and/or upgraded at the following locations:

- Lloyds Avenue (Carlingford Station)
- Adderton Road (Telopea Station)
- Calder Road (Dundas Station)
- Victoria Road Slip Lane North and Victoria Road Slip Lane South (Rydalmere Station)
- Hassall Street
- Valentine Avenue (Parramatta CBD)

The existing parking spaces are shown in **Table 3.37** and are compared against the proposed parking spaces both during construction and in the end state for the Carlingford Precinct. Details of the proposed parking changes are presented in the following sub-sections.

**Table 3.37: Carlingford Precinct – Total Parking Impacts**

| Parking Restriction                       | Existing   | No. Spaces   |            |
|-------------------------------------------|------------|--------------|------------|
|                                           |            | Construction | End State  |
| <b>Carlingford Station</b>                |            |              |            |
| Commuter Car Park – Unrestricted          | 19         | 0            | 0          |
| Commuter Car Park – Disability            | 2          | 0            | 0          |
| Unrestricted                              | 198        | 191          | 180        |
| Disability                                | 1          | 3            | 3          |
| 2P 8:30am-6pm M-F 8:30am-1pm Sat          | 15         | 15           | 15         |
| No Parking 4pm-8pm (School Days)          | 2          | 2            | 2          |
| Kiss and Ride                             | 0          | 2            | 3          |
| <b>Total</b>                              | <b>237</b> | <b>213</b>   | <b>203</b> |
| <b>Teloopa Station</b>                    |            |              |            |
| Commuter Car Park – Unrestricted          | 17         | 0            | 17         |
| Unrestricted                              | 182        | 170          | 152        |
| 1P 8:30am-6pm M-F 8:30am-12:30pm Sat      | 4          | 4            | 4          |
| Loading Zone                              | 2          | 2            | 2          |
| Mail Zone                                 | 1          | 1            | 0          |
| Kiss and Ride                             | 0          | 0            | 3          |
| <b>Total</b>                              | <b>206</b> | <b>177</b>   | <b>178</b> |
| <b>Leamington Road / Rock Farm Avenue</b> |            |              |            |
| Unrestricted (south of railway)           | 24         | 22           | 24         |
| Unrestricted (north of railway)           | 48         | 46           | 48         |
| <b>Total</b>                              | <b>72</b>  | <b>68</b>    | <b>72</b>  |
| <b>Winter Street</b>                      |            |              |            |
| Unrestricted                              | 20         | 16           | 20         |
| <b>Total</b>                              | <b>20</b>  | <b>16</b>    | <b>20</b>  |
| <b>Dundas Station</b>                     |            |              |            |
| Commuter Car Park – Unrestricted          | 28         | 0            | 27         |
| Commuter Car Park – Disability            | 1          | 0            | 1          |
| Commuter Car Park – Kiss and Ride         | 0          | 0            | 1          |
| Unrestricted                              | 243        | 229          | 231        |
| Disability                                | 1          | 2            | 1          |
| Kiss and Ride                             | 0          | 1            | 0          |
| 1P 8:30am-6pm M-f 8:30am-12:30pm Sat      | 17         | 17           | 17         |
| 2P 8am-6pm M-F (Permit Holders Excepted)  | 38         | 38           | 38         |
| Mail Zone                                 | 1          | 1            | 1          |
| <b>Total</b>                              | <b>329</b> | <b>288</b>   | <b>317</b> |

| Parking Restriction                                        | No. Spaces |              |            |
|------------------------------------------------------------|------------|--------------|------------|
|                                                            | Existing   | Construction | End State  |
| <b>Rydalmere Station</b>                                   |            |              |            |
| Commuter Car Park – Unrestricted                           | 28         | 0            | 28         |
| Commuter Car Park – Disability                             | 2          | 0            | 2          |
| Unrestricted                                               | 117        | 128          | 131        |
| Disability                                                 | 0          | 2            | 0          |
| 1P 8:30am-6pm M-f 8:30am-12:30pm Sat                       | 11         | 11           | 11         |
| 2P 8am-6pm M-F                                             | 21         | 21           | 21         |
| 2P 8am-6pm M-F (Permit Holders Excepted)                   | 44         | 44           | 44         |
| 3P 8am-6pm M-F                                             | 2          | 2            | 2          |
| Loading Zone                                               | 1          | 1            | 1          |
| Mail Zone                                                  | 1          | 1            | 1          |
| <b>Total</b>                                               | <b>227</b> | <b>210</b>   | <b>241</b> |
| <b>Valentine Avenue</b>                                    |            |              |            |
| P5 5 Minute Parking                                        | 3          | 3            | 3          |
| ½ P 8am-6pm M-F, 2P 6pm-8pm M-F 8am-8pm S-S Ticket Parking | 7          | 5            | 5          |
| Taxi Zone – Fitzwilliam Street                             | 8          | 8            | 8          |
| No Parking                                                 | 1          | 0            | 0          |
| No Parking (Police Vehicles Excepted)                      | 2          | 2            | 2          |
| No Parking (Buses, Coaches, Taxis Excepted)                | 9          | 0            | 0          |
| No Parking (Buses, Coaches Excepted)                       | 0          | 4            | 4          |
| No Parking (Taxis Excepted)                                | 0          | 2            | 2          |
| <b>Total</b>                                               | <b>30</b>  | <b>24</b>    | <b>24</b>  |

### 3.5.2 Parking Surveys

Parking occupancy surveys of the Carlingford Precinct were undertaken from 06:00 to 21:00 on Wednesday 14<sup>th</sup> and Saturday 17<sup>th</sup> August 2019. The extent of survey conducted within the Carlingford Precinct was determined based on the construction activities and end state design condition.

Raw data from the survey is attached in **Appendix A**.



### 3.5.3 Carlingford

At Carlingford Station parking is affected by the construction of the light rail station and associated urban realm upgrades, construction of a new access lane and the T6 replacement bus stops.

#### 3.5.3.1 Existing Condition

The existing parking restrictions surrounding Carlingford Station are shown in **Figure 3.83**. The parking capacity along each restriction is the number shown adjacent to the restriction.



**Figure 3.83: Carlingford Station – Existing Parking Conditions**

The existing commuter car park contains 19 unrestricted parking spaces and two disability parking spaces. Trains run between Carlingford and Clyde every half hour during peak periods and hourly during the off-peak period. Typically, during the week, the first train leaves Carlingford at 4:45am and the last train arrives at 1:13am

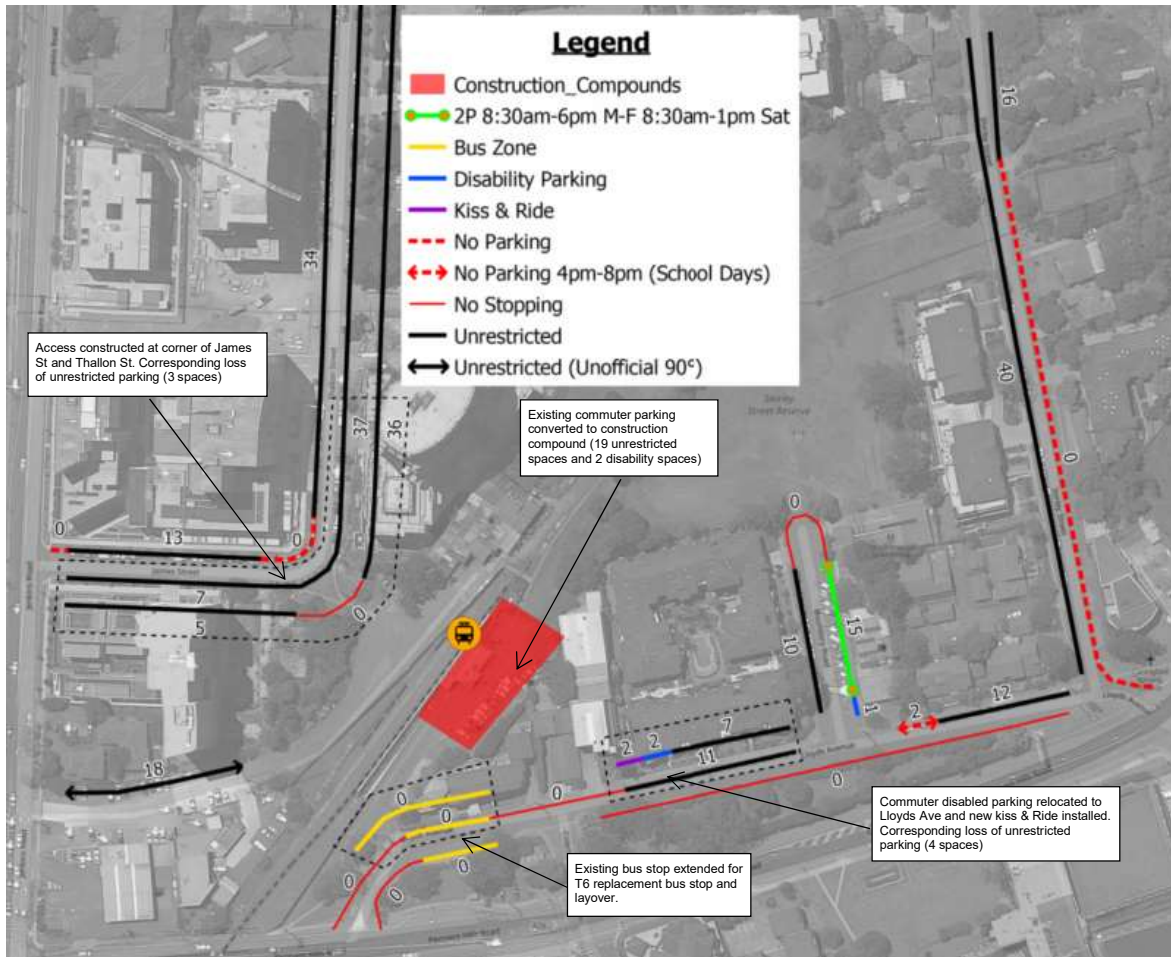
Off Jenkins Road the existing access lane to Carlingford Produce Store has unmarked 90° parking, with capacity for approximately 18 vehicles. From site observations it is understood that this area is used principally by the businesses adjacent to this area, specifically the automotive mechanical repairs.

#### 3.5.3.2 Impacts and Mitigation

**Figure 3.84** and **Figure 3.85** show the parking conditions around Carlingford Station during construction and in the end state for the Civil Infrastructure Works. The map shows lines on the



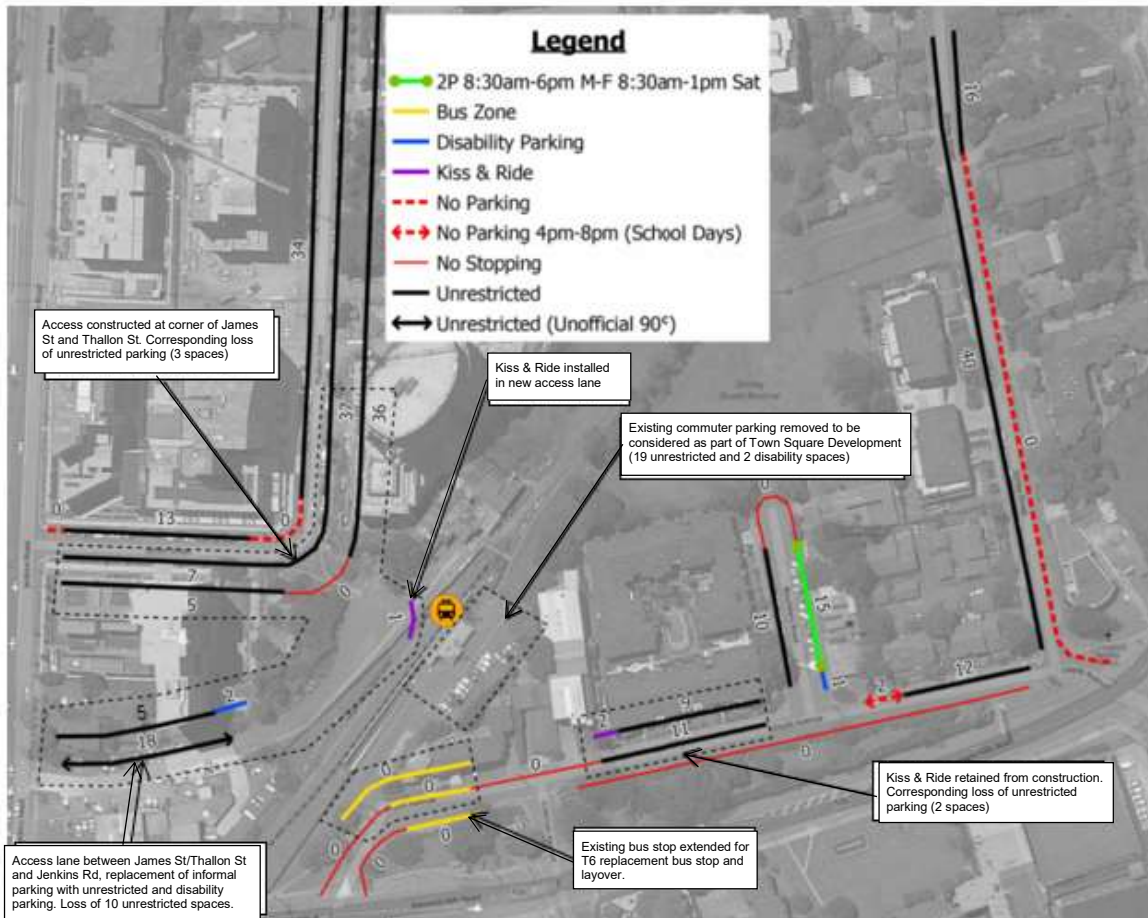
carriageway, which indicates existing kerbside allocation, and lines offset away from the carriageway, which indicates the parking changes. The offset changes are outlined, and callouts provided to indicate what the change is caused by. Where kerbside allocation is affected the updated parking capacity number is provided.



**Figure 3.84: Carlingford Station – Construction Parking Conditions**

### T6 Replacement Bus Stops

The existing bus stop on Lloyds Avenue, between Pennant Hills Road and Coleman Avenue, on the northern kerb is to be extended to allow for the stop to be utilised as a layover area for the terminating T6 replacement bus service. During construction a kiss and ride space is to be provided to allow access to the T6 replacement bus. The bus stop and kiss and ride are to be retained in the end state. There are no direct impacts to parking as a result of the bus stop extension as the kerbside changes affect existing bus stops and no stopping areas.

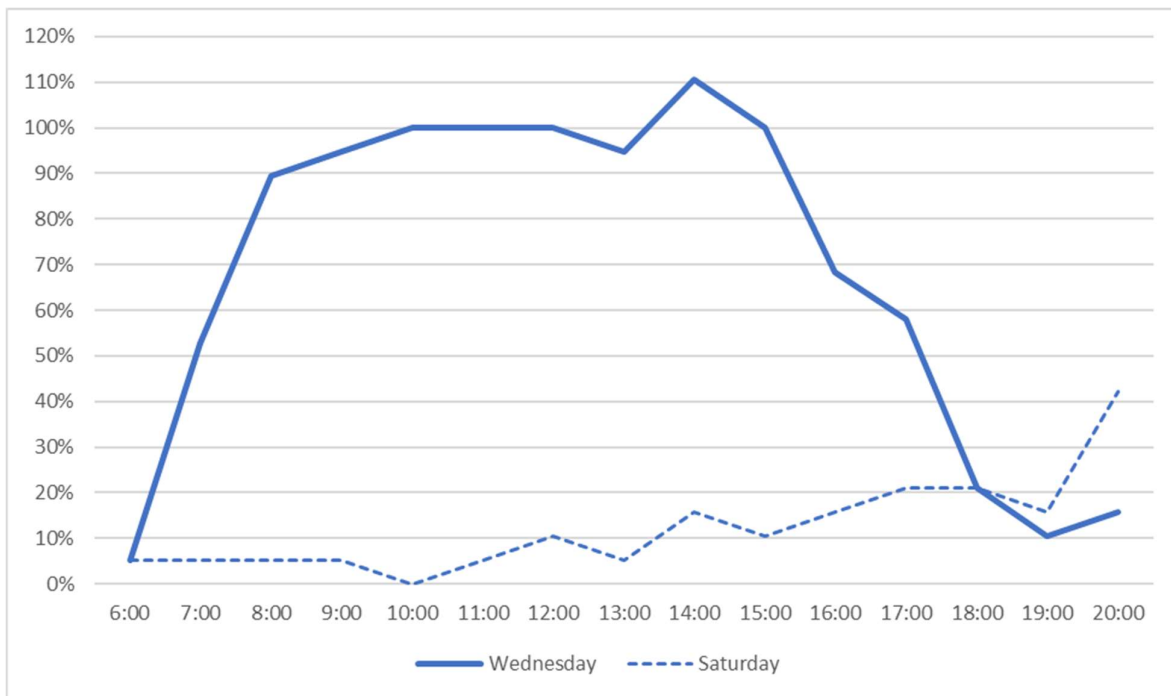


**Figure 3.85: Carlingford Station – End State Parking Conditions**

### Commuter Car Park

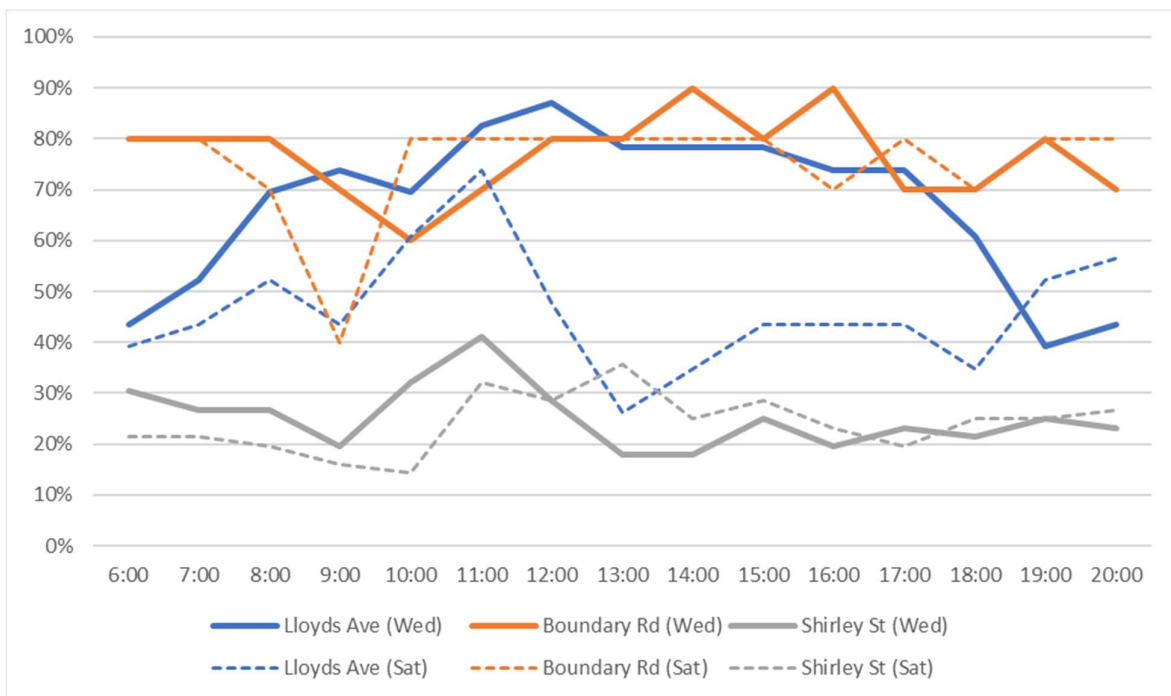
During construction the commuter car park is to be used as a construction compound. In the end state design the commuter car park is not reinstated and is designed to be a landscaped area. As part of the EIS, Table 3.31 of the OTTR indicates the replacement for the existing park and ride spaces is to be considered as part of the proposed town square development.

**Figure 3.86** shows the occupancy of the Carlingford commuter car park over the survey period on Wednesday and Saturday. No occupancy of the disability parking was observed in the survey data and therefore has not been shown. At 14:00 on Wednesday an occupancy of over 100% was observed, this was a result of illegal parking outside of the marked bays. On Wednesday the occupancy is lower at the start and end of the survey period and on average is at least 90% occupied between 8am to 5pm. On Saturday occupancy is generally below 10% and increases late afternoon and into the evening. This is in line with expected usage of a commuter car park.



**Figure 3.86: Carlingford Commuter Car Park Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

With the closure of the commuter car park and location of the T6 replacement bus stop, it is anticipated that commuters will redistribute to the unrestricted parking spaces along Lloyds Avenue (23 spaces), Boundary Road (10 spaces) and Shirley Street (56 spaces).



**Figure 3.87: Lloyds Ave, Boundary Rd & Shirley St Unrestricted Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

**Figure 3.87** shows the existing parking occupancy within Lloyds Avenue, Boundary Road and Shirley Street. Lloyds Avenue is observed to have a lower occupancy at the start and end of the survey period, reaching a maximum of 87%. Boundary Road is generally at 80% utilisation with afternoon peaks of 90%. Shirley Street has a maximum utilisation of 41% and typically remains below 30% utilisation.

To determine the spare capacity within each of the unrestricted parking areas the highest occupancy rate when commuter car parking is expected (between 8am and 4pm) was considered. **Table 3.38** shows the estimated available capacity around Carlingford station, and indicates that there is a total of 37 available spaces. Therefore, the unrestricted parking areas along Lloyds Avenue, Boundary Road and Shirley Street have sufficient capacity to absorb the 19 displaced commuter car parks.

**Table 3.38: Carlingford Station Spare Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Lloyds Avenue  | 13                 | 23                    | 3                            |
| Boundary Road  | 10                 | 10                    | 1                            |
| Shirley Street | 59                 | 56                    | 33                           |
| <b>TOTAL</b>   |                    |                       | <b>37</b>                    |

The unrestricted parking spaces are expected to fill on a first come first served basis, with spaces on Lloyds Avenue closest to the bus stop filling first. Additional commuter parking and any subsequently displaced on-street parking from the adjacent land uses in Lloyds Avenue is expected to filter back along Lloyds Avenue, into Boundary Road and then into Shirley Street where there is sufficient capacity to accommodate this overflow. This reallocation of parking will result in additional walking of up to 500m between the bus stop (construction), light rail station (end state) and Shirley Street.

#### *Disability Parking*

The disability parking within the existing commuter car park is to be relocated during construction to Lloyds Avenue as close as possible to the T6 replacement bus stop. This requires the removal of two unrestricted parking spaces throughout construction. The loss of these two spaces (in addition to the 19 commuter spaces) can be accommodated further along Lloyds Avenue, into Boundary Road and Shirley Street in the available 37 spaces.

In the end state the disability spaces are to be removed from Lloyds Avenue and located in the Carlingford Access Lane. Locating the disabled spots in the Carlingford Access Lane provides the shortest route between parking and station access.

#### *Carlingford Access Lane*

The access lane off Jenkins Road is to be converted from a two-way dead-end access, to a one-way (westbound) access lane connecting into the corner of James Street and Thallon Street. The current design removes the informal parking along the north and allows for seven spaces within the access lane. It is proposed to provide the commuter disability parking (two spaces) within the access lane and provide five unrestricted spaces. Therefore, a loss of thirteen unrestricted parking spaces is anticipated in the access lane.

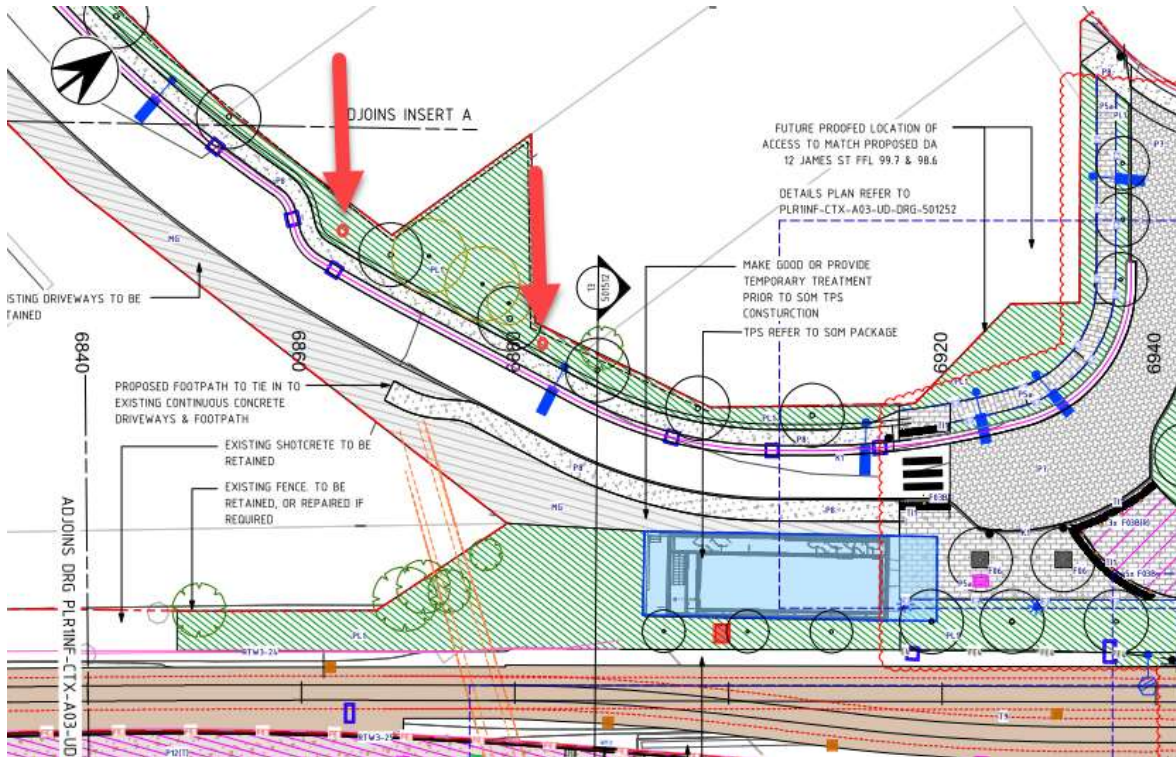
The loss of thirteen unrestricted parking spaces is due to geometric constraints, identified during detailed design and construction. These constraints are the existing Ausgrid high voltage aerials



and stay poles, which are to be retained. Figure 3.88 shows these aerials and stay poles. Figure 3.89 shows the position of stay poles in relation to the PLR1 Infrastructure scope.



Figure 3.88: Existing Ausgrid high voltage aerials and stay poles

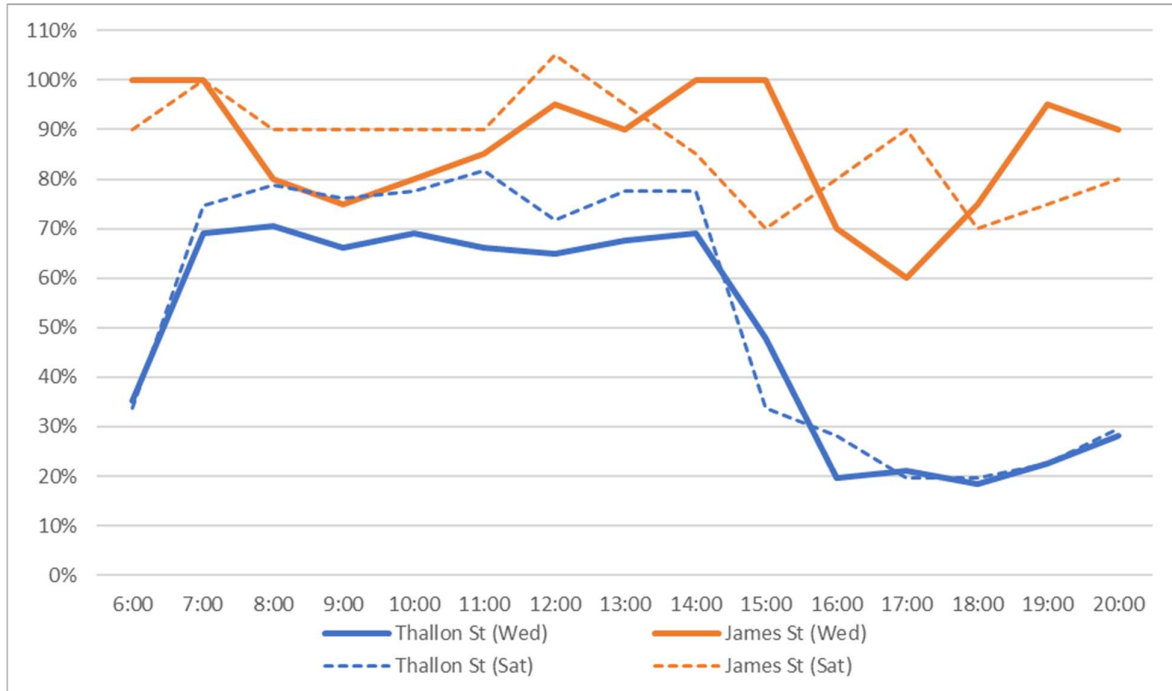




**Figure 3.89: Existing Ausgrid high voltage stay poles in relation to PLR1 Infrastructure scope**

At Thallon Street and James Street unrestricted parking is to be removed to provide access during construction. In the end state this construction access forms the entrance to the one lane access lane exiting at Jenkins Road. During construction and end state the access results in a loss of three unrestricted parking spaces.

**Figure 3.90** shows the parking occupancy within Thallon Street and James Street. Site observations indicated that there are several residential flat building construction projects occurring in the area. Parking demand appears to be generated by workers from those projects. This observation is supported by the data with peak occupancy between 6am and 3pm on Wednesday and Saturday along Thallon Street.



**Figure 3.90: Thallon St & James St Parking Occupancy – Wednesday 14<sup>th</sup> & Saturday 17<sup>th</sup> August 2019**

The loss of three unrestricted parking spaces to provide an access lane can be accommodated within Thallon Street and James Street as shown in **Table 3.39** where the survey data indicates that there are 13 available spaces.

**Table 3.39: Thallon St and James St Spare Parking Capacity**

| Street Name    | Spare Capacity (%) | Parking Zone Capacity | Estimated Available Capacity |
|----------------|--------------------|-----------------------|------------------------------|
| Thallon Street | 18                 | 71                    | 13                           |
| James Street   | 0                  | 20                    | 0                            |

**TOTAL 13**

The existing 18 parking spaces being used by businesses in the western end of Produce Store access road would likely reflect a formal agreement between land owners to utilise this space, or an opportunistic/informal use of the space. As part of the conversion of this land to the station access lane it is anticipated that the businesses in this area may be required to reconfigure their work processes to have their parking contained within the property boundaries. However, in the

worst-case scenario that this parking is redistributed into Thallon Street and James Street the survey data indicates the loss of ten spaces can be absorbed.

### *Kiss and Ride*

A kiss and ride is to be provided within the Carlingford Access Lane. This kiss and ride is in addition to the kiss and ride provided during construction and in the end state on Lloyds Avenue.

As indicated above, two kiss and ride spaces are to be provided on Lloyds Avenue east of Coleman Avenue. This kiss and ride is to be provided during construction and the end state. The installation of the kiss and ride results in the loss of two unrestricted car parking spaces. The loss of these two spaces (in addition to the 19 commuter spaces and two disability spaces) can be accommodated further along Lloyds Avenue, into Boundary Road and Shirley Street in the available 37 spaces

#### **3.5.3.3 Timing of Changes**

The construction of T6 replacement bus stop and layover is expected to begin in late October 2019, allowing the operation of the T6 replacement bus service from January 2020. At the time of commissioning the replacement bus service, the kiss and ride and relocation of disability parking to Lloyds Avenue is to be implemented.

The commuter car park is to be occupied from late January 2020 and used as a construction compound. Removal of parking from Thallon Street and James Street for the access lane is to commence in April 2020.

Construction of the access lane and associated loss of informal parking is anticipated to commence after April 2020.

# Volume 3      Operational

*To be populated following construction completion.*

Appendix A ER endorsement

16 January 2020

**Transport for NSW**

Attention to: **Megan Haberley**  
Senior Manager Environment  
Parramatta Light Rail  
130 George St, Parramatta, NSW 2150

**Review of Parking Management Strategy – Project Wide  
Parramatta Light Rail - Stage 1  
(PLR-TFNSW-PJT-PE-RPT-000019 – Revision 3.0)**

Pursuant to SSI8285 Condition of Approval A23 (d) i), as the approved Environmental Representative, I confirm that I have reviewed the updated Parking Management Strategy – Project Wide, Parramatta Light Rail - Stage 1 (PLR-TFNSW-PJT-PE-RPT-000019 – Revision 3.0), dated January 2020, for consistency with the requirements of the Conditions of Approval.

In my opinion the additions to the aforementioned document are consistent with the requirements included in or required under the terms of the Conditions of Approval for the Parramatta Light Rail (Stage 1) development, with the following exceptions.

- The precinct specific monitoring strategy is to be developed in partnership with TfNSW as a sub-document to the Parking Management Strategy.

It is noted that this strategy document addresses the following packages of works only:

- Volume 1: Enabling Works
  - o Stage 1a – O’Connell St (Package 1)
  - o Stage 1a – Hawkesbury Rd Widening (Package 2)
  - o Stage 1b – George St (Package 1)
- Volume 2: Civil Infrastructure
  - o Infrastructure works (Package 4)

This strategy must be updated and resubmitted to the Secretary for information prior to the removal of permanent or long term parking associated with any future packages of works.

Yours sincerely,

**Australian Quality Assurance & Superintendence Pty Ltd (AQUAS)**



**Gillian Lehn**

Environmental Representative  
phone: +61 2 9956 9963 | fax: 02 9954 1951 | mobile: +61 438 355 346 |  
email: [gillian.lehn@aquas.com.au](mailto:gillian.lehn@aquas.com.au) |

Filename : AQ1148.05 PLR TFNSW PMS rev3.0 endorsement 200116





17 February 2022

**Transport for NSW**

Attention to: **Megan Haberley**  
Senior Manager Environment  
Parramatta Light Rail  
130 George St, Parramatta, NSW 2150

**Review of Addendum to Parking Management Strategy  
Volume 2: Civil Infrastructure  
(PLR1INF-CPBD-ALL-TF-RPT-000004 – Revision 00)**

Pursuant to SSI8285 Condition of Approval A23 (d) i), as the approved Environmental Representative, I confirm that I have reviewed the Addendum to Parking Management Strategy – Volume 2: Civil Infrastructure (PLR1INF-CPBD-ALL-TF-RPT-000004 – Revision 00), for consistency with the requirements of the Conditions of Approval.

In my opinion the addendum is consistent with the requirements included in or required under the terms of the Conditions of Approval for the Parramatta Light Rail (Stage 1) development.

It is noted that this addendum relates to parking impacts in the Carlingford precinct only.

Yours sincerely,

**Australian Quality Assurance & Superintendence Pty Ltd (AQUAS)**

A handwritten signature in black ink, appearing to read 'G. Lehn', is positioned above the name Gillian Lehn.

**Gillian Lehn**

Environmental Representative  
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Filename : AQ1148.05 PLR TFNSW addendum PMS endorsement 220217